MICROFILM

START OF ROLL

ROLL NO.

152

Construction
Contracts

327-1714 Falls City (Chamberlain St.) 1971
Sec. (Paving & aggreg. base)
#7595

CIA 4152

Date January 5, 1972

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7595 Prefix 327-1714 Survey Prefix 327-1431

Street Chamberlain

City Falls City

	Payments to Contractor (see attached voucher)	$ 15,248.97
10.5%	Engineering and Contingencies	1,606.69
9.1%	Survey: Total $ 1,539.66 Prorated Share	—
	TOTAL	16,855.66
	Agreed State Share	16,855.66
	Agreed City Share	—
	City Advance Deposit	—

Reference: Outside Billing None

RU

(71)

RECEIVED
AUG 26 1971
FOR FILING

327-1714

7595

August 26, 1971

Fidelity and Deposit Co. of Maryland
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

On August 20, 1971, we wrote to you concerning release of final payment on Contract No. 7595 awarded to D and B Paving, Inc., for work on Chamberlain Street in Falls City in Polk County.

Final payment on this contract is $797.08 and the total contract amount is $15,248.97 including $286.66 for work performed under force account.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc D and B Paving, Inc.
1815 22nd Street, S.E.
Salem, Oregon 97302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Harr
W. B. Boyd

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY: POLK

CONTRACT NO.: 7595

ESTIMATE:

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: FALLS CITY /CHAMBERLAIN ST/

FORM A-20 (REV. 6-63) ®*

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
001	9N 1-1/2 IN-0 AGGREGATE BASE	CU YDS	7.1800	16
002	9N 3/4 IN-0 AGGREGATE BASE	CU YDS	7.1800	30
003	9N CLASS C ASPHALT CONCRETE	TONS	12.8900	90
	FORCE ACCOUNT ITEMS			
801	9N FLAGGING 94001			

8-20-71

DATE: 08 20 71 PG. 01 7595

PREVIOUS VOUCHER NO.: 6833

CHECKED BY: CP/js

ENGINEER OR AUDITOR: Arthur Duffy

TOTAL CONTRACT

% RETAINED ON CONTRACT

FORCE ACC

TOTAL PAY

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7595	2 F	327 1714 204(41) 797.08 Dr.
FEDERAL AID PROJECT NO.		

ST/

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
7.1800	161.000	1155.98	1155.98	
7.1800	304.600	2187.03	2187.03	
12.8900	901.420	11619.30	11619.30	
		286.66	286.66	

OREGON STATE HIGHWAY DEPARTMENT 08/26/71 PROGRESS ESTIMA

SECTION FALLS CITY /CHAMBER IN ST/ COUNTY LK AWARDED 0

A) 50 CWD

HIGHWAY CITY STREET SPECIFIED COMPLETION B) EXTENSION

C)

TYPE WORK AGGREGATE BASE AND PAVING CONTRACTOR D & D PAVING CO INC
SALEM

ITEM NO	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	1-1/2 IN-D AGGREGATE BASE CU YDS	71800	200000	143600	161000	115598
002	3/4 IN-D AGGREGATE BASE CU YDS	71800	225000	161550	304600	218703
003	CLASS C ASPHALT CONCRETE TONS	128900	1000000	1289000	901420	1161930
	TOTALS FOR ORIG. CONTRACT			1594150		1496231
	FORCE ACCOUNTS					
801	FLAGGING 94001					28466
	* TOTAL PAY COSTS			1594150		1524697
	ADD. ANTICIP. ITEMS					
94001	FLAGGING SW 1			20000		
98998	CONTINGENCIES			72436		
99999	ENGINEERING			161415		150103
	GRAND TOTALS			1848201		1675000

RESIDENT ENGINEER DATE D

ESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 06 01 71 F.A.P. CONTRACT NO. 7595 WORK DONE TO:

EXTENSION APPROVED A) 18 CWD PREFIX 327 1714

INC USED B) ESTIMATE NO. 002 ESTIMATED DATE OF COMPLETION:

C) FINAL

TED ESTIMATE		PERFORMED TO DATE 07/12/71		TO COMPLETE 07/12/71		GROUP P OR N	NEW TOTAL TO DATE	
Y	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
000	115298	161000	115298			9N		
600	218703	304600	218703			9N		
420	1161930	901420	1161930			9N		
	1496231		1496231					
	28666		28666			9N		
	1524897		1524897			9N		
	150103		12901		137202			
	1675000		1537798		137202			

DIVISION ENGINEER

RECEIVED
AUG 20 1971
FOR FILING

327-1714
7595

August 19, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 12, 1971 on Contract No. 7595. The contract was with D & D Paving, Inc. and was for aggregate base and paving on the Falls City (Chamberlain Street) Section in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
V. D. Wolfe
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

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JUL 28 1971
FOR FILING

327-171-1
7545

CITY OF FALLS CITY

Falls City, Oregon 97344

July 19, 1971

REGION 2 ENGINEER
RECEIVED
JUL 22 1971
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

Oregon State Highway Division,
Highway Building,
Salem, Oregon 97310

Attention: Mr. Duffy

Dear Mr. Duffy:

The City of Falls City is glad to send an acceptance to your commission for placing paving on Chamberlain Street in Falls City. The council feels the work done by L & D Paving is of excellent quality and we surely did enjoy working with them.

Very truly yours,
Ivy Wilson
Recorder

cc Morgan
Duffy
Cat

NOTED
FLOYD OLIVER

327-1714
7595

FORM E-1 (REV. 12-44)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Falls City (Chamberlain) Street		WEEK ENDING: July 17, 1971
		SECTION PREFIX: 327 - 1714
HIGHWAY: City Street		COUNTY: Polk
NAME OF JOB: Falls City (Chamberlain Street)	KIND OF WORK: Aggregate base and Paving	
CONTRACTOR: D & D Paving, Inc.	CONTRACT NUMBER: 7595	FEDERAL AID PROJECT NUMBER: Sta's
DATE OF CONTRACT: June 1, 1971	DATE WORK STARTED: June 30, 1971	ESTIMATED COMPLETION DATE: July 12, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 1	SPECIFIED WORK DAYS: work SPECIFIED CALENDAR DAYS: 50	WORK DAYS USED: work CALENDAR DAYS USED: 18
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 36
PROJECT AUTHORIZATION: $ 18,482.01	ENGINEERING AUTHORIZATION: $ 1,614.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 16,867.86	ENGINEERING COST TO DATE: $ 1,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,700.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.4 %	PERCENT OF AUTHORIZATION: 68 %	July 12, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Aggr. 100				100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.30				0.30
MILES PARTIALLY COMPLETED			0.30				0.30
MILES COMPLETED			0.30				0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)			425 CY				1,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE			466 CY				901 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			466 CY				901 Ton
AVERAGE DAILY QUANTITIES			233 CY				901 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0				0
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			9½				

EQUIPMENT USED DURING THE WEEK:

6 Trucks, 1 Roller, 1 Blade, 1 Water Wagon.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		Project completed this date.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan — Royting — Pease
Bond — Swan
Walker — Glenn
Boehme — Litchfield
Johnsen — Gallagher
Stein

RECEIVED
JUL 20 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor placed 304.6 CY of $\frac{3}{4}$" - 0 Aggregate Base on shoulders left & right Sta. 25 - 40 + 50. This completes the project with the exception of the removal of all the signs. Contractor washed all aggregate from road after the shoulders were rolled.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed work on the project Monday.
Friday, Regional Engineer Wimer inspected the project for acceptance.
We will submit the semifinal estimate the fore part of next week.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem

Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BC*F816

SCA

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Chamberlain Street Contract No. 7595

Highway Falls City Street Prefix No. 327-1714

County Marion F.A. No. State Project

Final inspection made on 7-16-71 By Gerald Wimer

in company with Ray Daniels, Contractor, George Ketchen, City Superintendent and Arthur Duffy.

CHECK LIST

Date		Never	
7-14-71	Construction signs removed	Closed	Opened to traffic
None	Salem Office notified to rescind construction speed zone	with semi-final	Regional Materials Certification submitted
7-12-71	Contractor removed equipment from project		
7-12-71	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Completed with good workmanship and appearance.

RECEIVED
COUNTY & CITY SECTION
JUL 21 1971
ENGR. C...R. ... LE UE
UPE UE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 7-12-71. The semi-final estimate will be submitted about 7-12-71.

cc: Const. Engineer - F. D. Morgan 2
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Art Duffy
Dist.Engineer - Floyd Lacey

Copies sent to all named

L. O. Kimes
(Signed) Reg. Constc. Eng. (Title)

RECEIVED
JUN 21 1971
FOR FILING

327-1714
7595

June 18, 1971

D & D Paving, Inc.
1615 - 22nd Street, S. E.
Salem, Oregon 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7595 for work on Chamberlain Street in the City of Falls City in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Arthur Duffy

RECEIVED
JUN 15 1971
FILE FILE
327-1714
7595

June 14, 1971

D & D Paving, Inc.
1815 - 22nd Street, S.E.
Salem, Oregon 97302

Gentlemen:

Enclosed are three copies of Contract No. 7595 for $15,941.30 awarded to you by the State Highway Commission on June 1, 1971, for work on Chamberlain Street in the City of Falls City in Polk County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 28, 1971.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

cc Frank Morgan
I. D. Merchant
R. D. Asburry
Arthur Duffy

ENGR. ✓ COOR. ☐ DE ☐ AE ✓ UE
✓ ✓ CE ☐ RE ☐ RPE ☐

May 28, 1971

Mrs. Fay Wilson
City Recorder
City Hall
Falls City, Oregon 97344

Dear Mrs. Wilson:

On May 28, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on Chamberlain Street. The apparent low bid was submitted by D & D Paving Co., Inc., of Salem.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$15,941.50
Anticipated additional item:		
Flagging (State share)		200.00
	Subtotal	$16,141.50
Engineering & contingencies, 14½%		2,340.52
	Total	$18,482.02

It is anticipated that the contract will be awarded in a few days.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm KHolve
bc: L. H. Young
F. D. Morgan
R. D. Asburry

RECEIVED
APR 9 - 1971

FOR FILING

327-1714
759

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section. CHAMBERLAIN STREET
Highway: City of Fall City
County: Polk
Prefix: 327-1431

Res. Engr. A. Duffy
Approx. Length 0.28±
Sta. W. 40+50 to Sta. E. 25+00
Date 3-31-71

Mean Truck A.D.T. 37
Traffic Coefficient 6.9
18 kip s. a. per day 13.7

Annual Precipitation 60"±
Frost Penetration ----------
CBE Total Requirement * 10.0"

(1)

Typical Soil

40 LL
0 PI
80 %P 10
32 %P 200
20 % Gravel
25 % C Sand
23 % F Sand
22 % Silt
10 % Clay
55 R Value
A-2-4 AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.
7.0	3.5	A.C. (I)
	IN PLACE - AVERAGE	
	2.5	A.C. or Oil
	5.0	Base Material
*	12.5	

STRUCTURAL SECTION

1.5" of Asphaltic Concrete (Final Application by Others)

3.5" of Asphaltic Concrete (Immediate)

IN PLACE

(Condition Survey completed)
(December 1970)

2.5"+ A.C. or Oil
5.0"± Base Material

NOTED
F. B. KLABOE

(1)
Gravelly Silty Sand

*See remarks on Page 2.

Submitted by E. J. Young
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. D. Gehrean
Program and Planning Engineer

Approved by Asst. F. B. Klaboe
Asst. State Highway Engineer

DISTRIBUTION
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: CHAMBERLAIN STREET

HIGHWAY: City of Fall City

COUNTY: Polk

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
NONE					

*Remarks:
Asphaltic Concrete overlay depths based on deflection measurements.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, [illegible] and Special Provisions.

TRAFFIC ANALYSIS

SECTION: CHAMBERLAIN STREET

HIGHWAY: City of Fall City

COUNTY: Polk

450 Present ADT (19 71)

6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	8	1.7	14	11	450	4,950
3	9	1.7	15	12	1000	12,000
4	0	0	--	--	1250	-----
5	10	1.7	17	14	3180	44,520
6	0	0	--	--	2570	-----
				37	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 61,470

TWENTY YEAR EWL 1,229,400

TRAFFIC COEFFICIENT 6.9

SECTION: CHAMBERLAIN STREET

HIGHWAY: City of Fall City

COUNTY: Polk

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: _____

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: _____
7. Stage Construction: _____
8. Depressed, Surface, or Elevated Design: _____
9. Conservation of Aggregates: _____
10. Stimulation of Competition: _____
11. Construction Consideration: _____
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: _____
13. Traffic Safety: _____
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: _____

CONCLUSION AND REMARKS:

THIS PAGE DOES NOT APPLY AS THE PROPOSED PROJECT IS TO OVERLAY AN EXISTING STREET AND NO NEW WORK IS INVOLVED.

RECEIVED
FEB 18 1971

327-1714
7595

February 11, 1971

MISC. CONTRACTS and
AGREEMENTS No. 7152

City of Falls City
City Hall
Falls City, Oregon 97344

Attention: Mrs. Fay Wilson
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Chamberlain Street from Bridge Street intersection to the south city limits.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

327-1714
1575

PREFIX NO. 327-1431

12-29-70

LOCATION PROSPECTUS
FALLS CITY (CHAMBERLAIN STREET) SECTION
CITY STREET - POLK COUNTY

HIGHWAY: Chamberlain Street from Bridge Street intersection to the South City Limits. Not on Federal-aid or State system.

TERMINI: The easterly terminus is at the intersection of Chamberlain and Bridge Streets. The westerly terminus is at the South City Limits.

LENGTH: 0.28 mile.

PROGRAM: 1971 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates to overlay the existing oil mat surface with Class "B" Asphaltic Concrete and construct 4-foot rock shoulders.

TYPICAL SECTION: Two 12-foot lanes with 4-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

	Existing	New Work
Paving	2" - 2 1/2" Oil mat	
Base	4" Rock (contaminated)	5" A.C.
Total	6 1/2"	5"

MATERIALS: Adequate quantities of material are available from commercial sources.

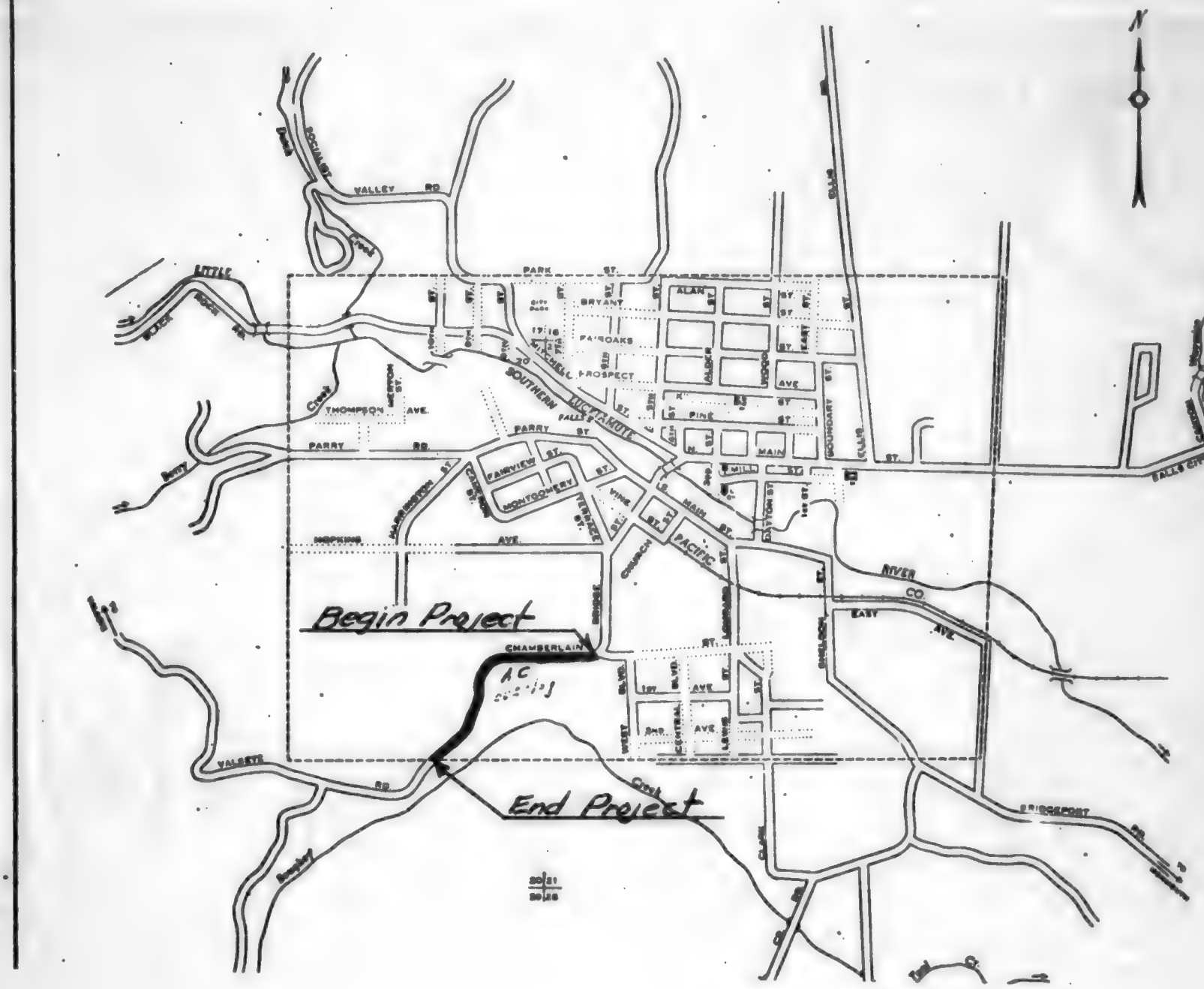
ADD'L FACILITIES: None.

AGREEMENTS: Routine negotiations for Special City Allotment project.

Attachment
December 29, 1970
cc's: R. D. Asburry (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
Roy H. Stein
G. C. Wills
F. W. Yarbrough (2)

NOTED
TOM EDWARDS

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER



Typical Section

Prospectus Map
Chamberlain Street Section
Falls City
Polk County
1970
Arthur Duffy, Res. Eng'r.

OREGON STATE HIGHWAY DEPARTMENT

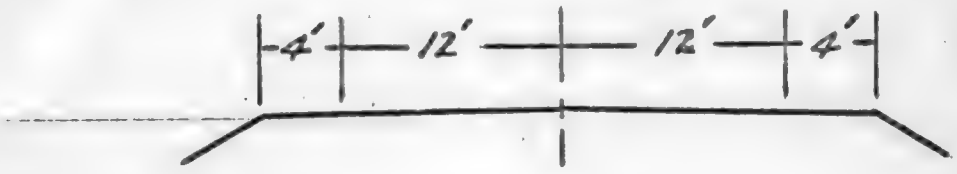
AUTHORITY FOR SURVEY

Section Falls City (Chamberlain Street) Date December 10, 1970

Highway City Street Authorization No. 1

County Polk Region 2 Survey Prefix 327-1131
(Assigned by Salem office)

Description of termini, route, length, etc.: The easterly terminus is at the intersection of Chamberlain and Bridge Streets. The westerly terminus is at the South City Limits.



Typical Section

RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
UPE CE OE AE

Purpose of survey: To make field survey, prepare plans and specifications for overlaying the existing oil mat surface and construction of rock shoulders as per above typical section.

Estimate of cost:			
	Field Survey	(901)	745.00
	Final Design	(905)	500.00
	Soils	(910)	500.00
	Specifications	(921)	155.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,900.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: [signature] Field Engineer

Recommended for Approval: [signature] Division Engineer

Recommended for Approval: Design Construction Engineer

Approved: [signature] Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. BEN GIFFORD
FED. - AID ..... STATE .....

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1970

To: Art Duffy
RESIDENT ENGINEER

SUBJECT: Special City Allotment Project
Chamberlain Street
Falls City

The Highway Commission November 24, 1970 approved the 1971 Special City Allotment Program. The subject section was among those approved. Our entire file relative to this section is attached. Please prepare an authority for survey and the usual breakdown of your estimated cost and proceed at your early convenience.

Also attached is a copy of my August 18 letter to F. D. Morgan concerning engineering costs on this type projects. It includes several recommendations. These should be incorporated into your survey.

R. D. Asburry
REGIONAL ENGINEER

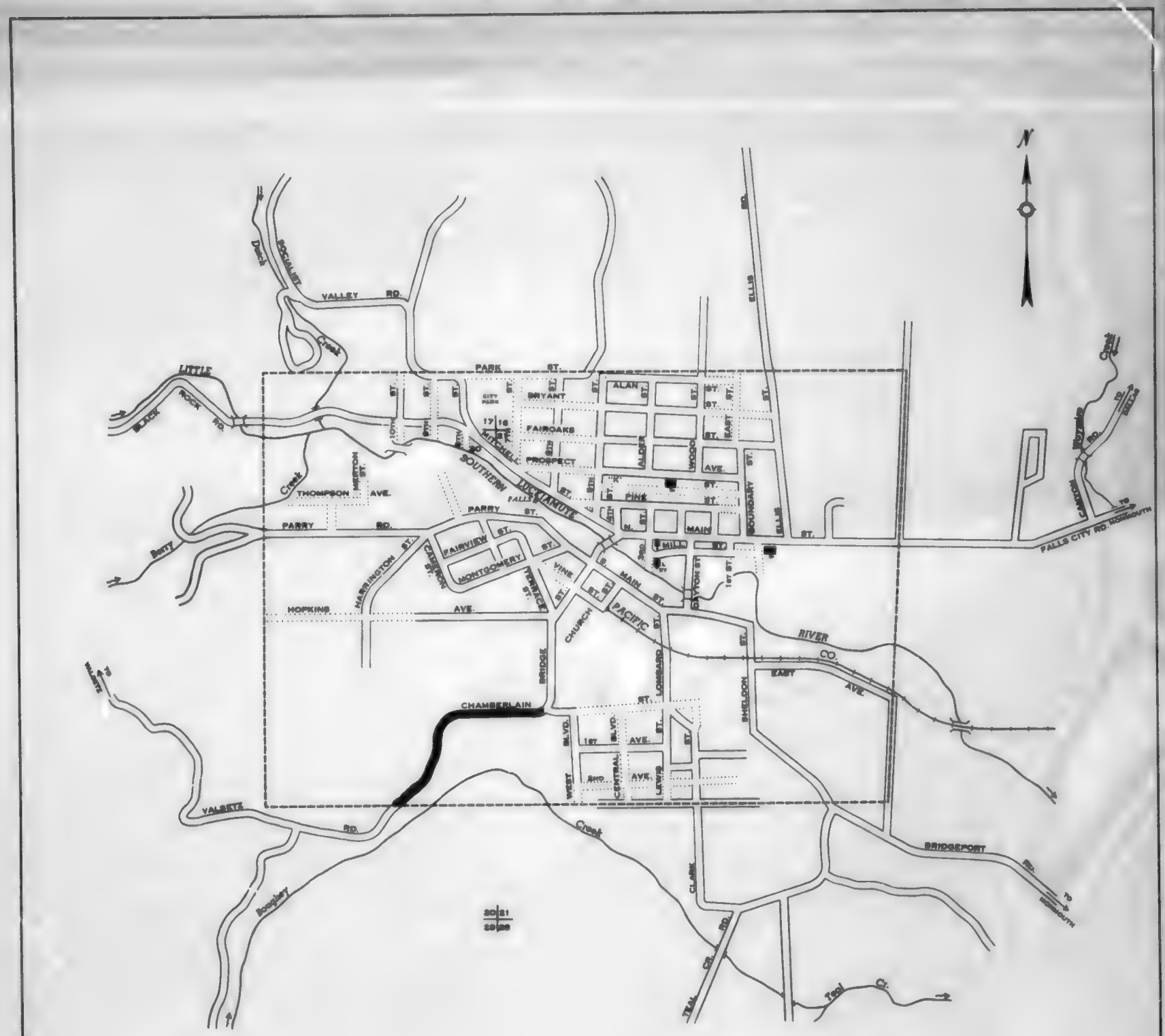
by Gerald W. Wimer
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attache.

cc: Frank Hall
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
DEC 3 - 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE



SIGNED ROUTES

INTERSTATE 5

U.S. 99W

ORE. 99W

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

FALLS CITY

POLK COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 800

Scale in Feet

Revised February 1966

Fall City 7/28/70
Chamberlain St
from Bridge St. to City limit

0.28 Mi = 1480'
20 Extra
1500'

¾ - 0 Cr. Rock Shoulders

$2 \times 0.5 \times 4.0 \times \frac{1500}{27} \times 1.45 = \frac{320}{\cancel{318}}$ C.Y.

5" A.C. 24' wide 15.0 x 80.2 = 1200 Tons

Patching 15% 180 Tons Total 1380 Tons

Tack Coat 2 Tons

16 hrs w. Blade

S.C.A. Investigation Data

City of Fall City Date 7/29/70 Div. 8
Population: 1965 806 ~~1971~~ 875
Street Chamberlain from Bridge Street to S. City Limits

No. previous projects 3
Last project 1964 (year)
Total SCA funds $ 52,064
Funds/capita $ 62.25
Average/capita $ 42.23

EXISTING

Surface now in place: A.C. ____ Oil X Gravel ____ Concrete ____
Surface width: 22 feet, Shoulder-shoulder width: 30 feet
C-C width: ____ feet, R/W width: 60 feet
Remarks: The existing oil mat is generally good with some patching but it needs an overlay to save what they have. Considerable log hauling.

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ____ feet
BASE DESIGN: A.C. 5" inches, Leveling ____ inches, Base ____ inches
Lime T.S.G. ____ inches, Blanket ____ inches, P.M.B.B. ____ inches
Length: 028 mile, 1480 feet. Type curb: No Curbs
Remarks: Overlay existing pavement 24' wide with 4' crushed rock Shoulders because the shoulders each side of section are Cr. rock only. I talked to Recorder, St. Supt. and Kallestad, Councilman. a good project

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.			—
Finishing roadbed & slopes ($1,500)	mile			—
Trench excavation	c.y.			—
Watering	M-gal.			—
Level material (3/4-0)	c.y.	320	5.00	1600
Base material	c.y.			—
Asphalt	ton	1380	12.00	16560
Binder Tack 2 Tons @ 100.00	all	all	L.S.	200
Concrete inlets	each			—
Culvert pipe	lin. ft.			—
Concrete curbs	c.y.			—
Blade time	hrs.	16	20.00	320

2" Mix to Salem
5"

*Items include 10% allowance

Total	$ 19,180
Perm. signing ($100/intersection)	—
Flagging	100
Total	$ 19,280
Engineering & contingencies (20%)	3856
Total	$ 23,136
City's estimated share of survey	—
TOTAL ESTIMATED COST	$ ____

Say 24,000

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF Falls City Date Mar 2, 1970

To be financed by Special City Allotment Fund and necessary city funds.

Street name Chamberlain Road
(Locate project on attached map.)

Project length 1310'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: _____ feet

Remarks no curbs

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: 22 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No ✓

State to furnish right-of-way descriptions? Yes ✓ No ___

Give width of intersecting streets: no intersecting st.

Are intersecting streets curbed? Yes ___ No ✓

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No ___

Width between present curbs: _____ feet

City to construct curbs? Yes ___ No ___

To be constructed as part of project? Yes ___ No ___

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: no curbs involved

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MAR 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arnemeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No___

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

not involved

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place?. Yes✓ No___

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes___ No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks no sewers involved

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 3 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ✓ No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ✓

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks: This has been prepared for paving and unless engineer believes need for additional rock it should be adequate.

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date _____

Has city established grade on street? Yes ___ No ✓
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: We don't think there will be any.

General remarks: _____

By William E. Ballard
Mayor

By Ray Nelson
City Recorder or City Manager

By _____
City Engineer

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - ct – Court House
  - a – Armory
  - L – Library
- Street open for travel.
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FALLS CITY

POLK COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

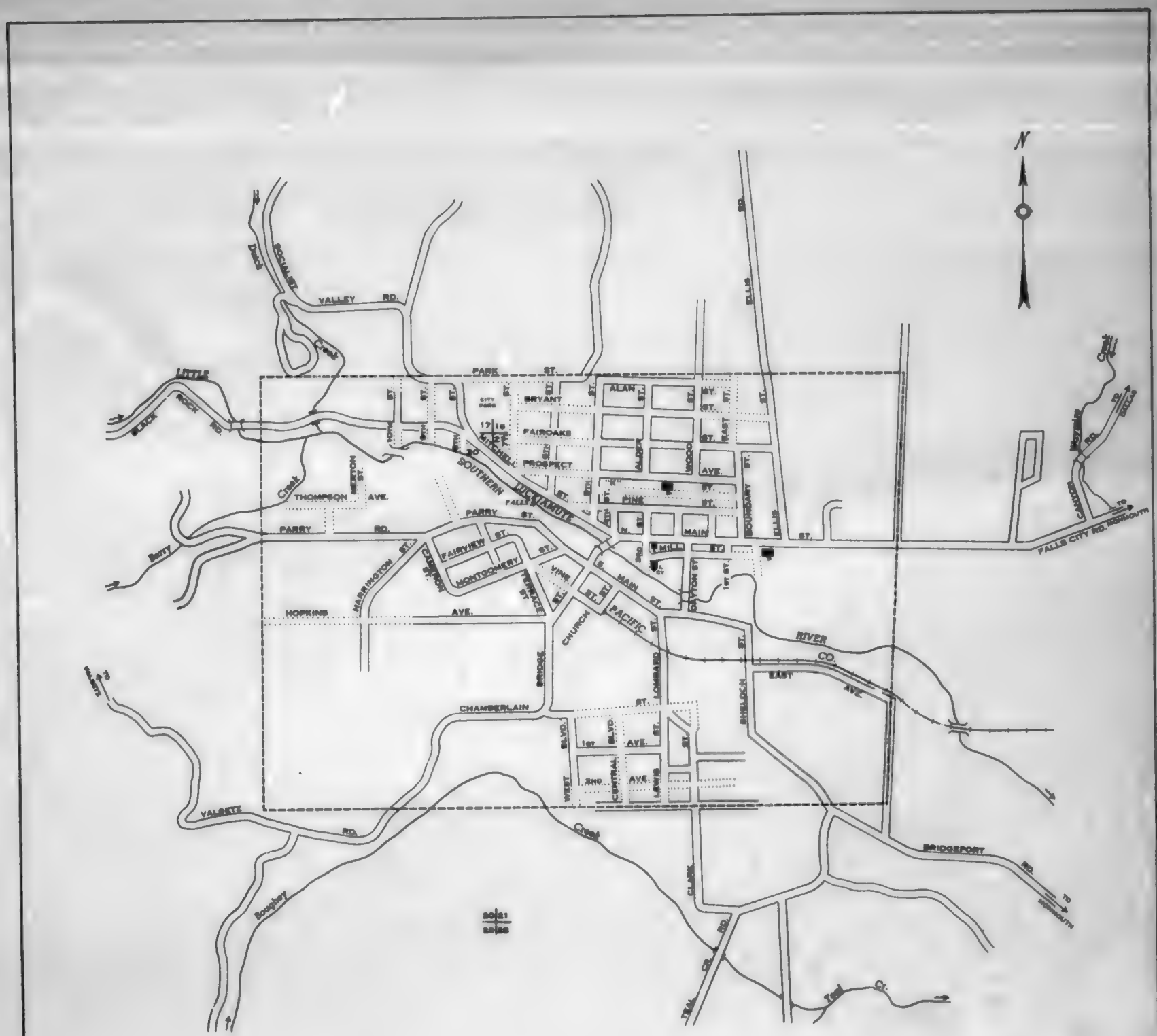
U.S. DEPARTMENT OF COMMERCE

Population 800

Scale in Feet

Revised February 1966

E 67,064



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE. 99

LEGEND

- Post Office
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FALLS CITY

POLK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 809

Scale in Feet

Revised February 1966

No Co Rds within Corp Limits 3/13/70 C.H.L.

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Falls City is an incorporated city of the State of Oregon and has a population of 875 as given by the latest official census; and

WHEREAS, the following streets of said city,

Chamberlain Road from the intersection of Bridge Street and West Blvd. to the city limits on the road toward Valsetz.

RECEIV
FEB 16 1970
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Falls City does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Fay Wilson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of February, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Falls City at a regular or special meeting of said Council, held on the 2nd day of February, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of February, 1970.

Fay Wilson
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

- Post Office
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- Public Bldg.
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FALLS CITY

POLK COUNTY, OREGON

SURVEYED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 868

Scale in Feet

Revised February 1966

29-1118 Barview-Garibaldi Section, of Oregon Coast Hwy., N. of Tillamook (Paving) 1971

#7596

RECEIVED
NOV 29 1971
FOR FILING

29-1118
7596

November 29, 1971

Firemen's Fund Insurance Company
411 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Department

Gentlemen:

On November 17, 1971, we wrote to you concerning release of final payment on Contract No. 7596 awarded to B & E Paving Company for work on the Barview-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $7,097 and the total contract amount is $137,553.13, including $3,621.07 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc: B & E Paving Company
407 Oak Street
Raice, Washington 98626

Torrens, Hammd, Hadley & Farren
Insurance Building
Longview, Washington

bc: Frank Morgan
Ivan Marchant
V. E. Shoog
Attn: John Marr
J. B. Boyd

NOV 16 1971

22-1118

7596

November 16, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1971 on Contract No. 7596. The contract was with B & K Paving Co. and was for paving on the Barview-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 16, and that you concur in this procedure at the Commission meeting on November 24, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Forter
State Highway Engineer

VG:alc

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
J. B. Boyd

29-1118
1576

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Barview - Garibaldi	WEEK ENDING: Nov. 6, 1971
		SECTION PREFIX: 29-1118
	HIGHWAY: Oregon Coast	COUNTY: Tillamook
NAME OF JOB: Barview - Garibaldi Section	KIND OF WORK: Paving	
CONTRACTOR: B & K Paving Co.	CONTRACT NUMBER: 7596	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/1/71	DATE WORK STARTED: 7/22/71	~~EXPECTED~~ COMPLETION DATE: Completed 10/27/71
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90 CWD	CALENDAR DAYS USED: 111 ~~111~~
	SPECIFIED COMPLETION DATE: Completed	PERCENT OF TIME ELAPSED: 123
PROJECT AUTHORIZATION: $ 162,804.40	ENGINEERING AUTHORIZATION: $ 12,909.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 149,894.80	ENGINEERING COST TO DATE: $ 14,183.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 137,553.13		DATE PROJECT WAS COMPLETED: 10/27/71
ESTIMATED PERCENT: ~~EXCESS~~ UNDERRUN: -8.2 %	PERCENT OF AUTHORIZATION: 110 %	

Semi-Final submitted to Regional Office on 11/5/71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED					3.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,500 ton
TOTAL QUANTITIES CORRECTED TO DATE					12,176
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					12,176
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31		No		Project complete.
MONDAY 1		No		
TUESDAY 2		No		
WEDNESDAY 3		No		
THURSDAY 4		No		
FRIDAY 5		No		
SATURDAY 6		No		

Routing: Pease, Svean, Glenn, Litchfield, Gallagher, Stein

Morgan, Decker, Bond, Walker, Boehme, Johnsen

RECEIVED
NOV 8 1971
CONSTRUCTION DIVISION

BEN GIFFORD

Barview - Garibaldi

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No activity.
MONDAY 1	Two men working on Semi-Final Estimate.
TUESDAY 2	"
WEDNESDAY 3	"
THURSDAY 4	"
FRIDAY 5	Semi-Final Estimate completed & delivered to Regional Office this date.
SATURDAY 6	No activity.

REMARKS

Semi-Final Estimate was completed on Friday this week and delivered to Regional Office.

P.A. No. 1 for reduced price penalty on non-spec aggregate and non-spec moisture in aggregate has been signed by Contractor and is being sent trrough regular channels for approval.

This will be the last weekly report for this project.

SIGNED Fermont Harris LOCATIC Salem

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

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NOV 8 - 1971
FOR FILING

29-1118
1596

4i-11
10-19-71

October 26, 1971

B & K Paving Company
407 Oak Street
Keizo, Washington 98626

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an extension of time of 40 days on Contract No. 7596 for paving the Barview-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an additional 11 calendar days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
W. E. Skoog
J. B. Boyd
Ross Harris
fkn:dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7596 Contractor B & K Paving Company, Kelso, Washington

Highway Oregon Coast

Section Barview - Garibaldi

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 11 days for 3 added orders (two on a nearby project done by the same contractor) and accidental death of Plant Superintendent.

Reccmmended for Approval:

Gerald Wimer
Regional Construction ~~XXXXXX~~ Engineer

Construction Engineer or Bridge Engineer

Chief Highway Engineer

SP-0200-704

Contract No. 7596 cbr

Project designation State (State-Federal)

Date awarded June 1, 1971

Work started July 22, 1971

Per cent completed _____ (Date)

No. of Workdays Allowed _____

No. of Workdays Used _____

No. of Added Workdays Requested _____

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 9, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 130 days, within which to complete our Contract No. 7596, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

B & K Paving, a Co-Partnership
Contractor

By Walter Katyrymiuk
Walt Katyrymiuk Partner

CONSENT OF SURETY

Date Sept. 9, 1971

We, FIREMAN'S FUND INSURANCE COMPANY

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Max G. Farren Attorney-in-fact

Max G. Farren Resident Agent

[redacted]

On June / 1971, contract No. 7596, Barview-Garbaldi section of Oregon Coast Highway 101 in Tillamook County was awarded to B& K Paving Company, Kelso, Washington. The specified project starting time was June 25, 1971.

The Tillamook Rock Products Co., located on Kilchis River 1.1 mile east of Highway 101 starting to crush aggregate on June 18, 1971 until June 23, 1971, when the State Fisheries Department revoked their permit to further use of the quarry site. Consequently, B & K Paving Company had to locate a new crushing contractor who started crushing on July 21, 1971. Samples were sent to Oregon State Highway Department for mix design July 30, 1971. Design B mix received by the contractor on August 13, 1971.

On June 4, 1971 work orders No. 29-1114 and 29-1118 were issued. On August 4, 1971 additional work was ordered on work order 29-1114. This additional work makes necessary additional work days.

On August 4, 1971, Gus Bergonzine, partner in B & K Paving Company and coordinator of the state contract work for B & K Paving Company, was seriously injured in an automobile accident and is unable to work.

On August 17, 1971, B & K Paving Company's plant superintendant Jim Wells, was fatally injured.

As a result of the above incidents, B & K Paving Company suffered lost time in replacing key personal for the project.

In light of the above circumstances, B & K Paving Company requests additional working days.

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1971

SUBJECT: Barview-Garibaldi Section
Contract No. 7596
Request for Time Extension

To:
Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

B & K Paving has requested a 40-day increase in the subject contract time because of a change in aggregate source, three Extra Work Orders (two of them on another project held by the same contractor) and a severe injury and a death involving key personnel of the contractor. The attached information from the Resident and Region Engineers includes a separate tabulation of pertinent dates. The 90 days allowed expired September 25, 1971, so liquidated damages are accruing at the rate of $100 per day. As of the end of last week, the job is only 38 percent done with an estimated completion date of November 1. This would mean the accrual of about 36 days liquidated damages.

The added work orders were minor, but justify extension. Two of them covered digging out small existing pre-mixed patches on both this project and the Tillamook-Simmons Creek project which was completed October 1 by this same contractor. In addition, a small extension of the Tillamook-Simmons Creek project was added by Price Agreement. This was at the State's request and with our knowledge that the contractor would be delayed in getting to the subject project. We recommend a total of 5 days extension for the added orders.

The other two reasons are both questionable as to a real basis for extension. The two accidents did have a delaying effect. One of the contracting partners was seriously injured in an automobile accident when the work was just getting well under way. The Paving Plant foreman was killed in an industrial accident while the paving plant was being set up. I believe under the circumstances, this fatal accident justifies some time extension because all activity did stop when it occurred and for the funeral. We recommend 3 days. This is a comparatively small firm working on only one or two projects at a time and I believe these happenings would be so rare as to justify added time.

The contractor did certainly encounter a delay when his original material supplier could not continue crushing gravel out of the Kilchis River. However, this choice of a material supplier and the location was entirely in the hands of the contractor. We are reluctant to recognize this reason. Similar changes of a plan are necessary on many contracts.

We recommend that the 8 days already recommended above be expanded to convert to 7-day weeks or 11 calendar days and therefore are recommending an 11-day extension. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

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OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan — Docker — Pease — Swan — Glenn — Litchfield — Gallagher — Stein

RECEIVED
OCT 7 1971
CONSTRUCTION DIVISION

FORM S-56 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1971

SUBJECT: Time Extension Request
Barview-Garibaldi Section
Contract 7596
29-1118

To: F. D. Morgan
CONSTRUCTION ENGINEER

Attached is a formal request from B & K Paving Company requesting a 40 calendar work day time increase from the allowed 90 calendar work days to 130. Resident Engineer Ross M. Harris's October 4 analysis and recommendation together with a list of critical dates is attached.

Four items should be considered in this request:

1) Material Source-It is true that Tillamook Rock Products, a commercial source were stopped from removing further material from the Kilchis River. This source had been utilized in last year's overlay work. Better contacts and checking would have prevented starting work and then finding that it could not be continued. This would have been the contractor's responsibility. I would recommend a compromise on this item even though we do not have a contractial obligation. I would recommend 50% of the June 24 to July 21 inclusive period involved. This would amount to a 15-day recommendation.

2) Extra Work Order #2-This is the only item that we have a contractial obligation to grant a time extension for. One day should be allowed.

3) Gus Bergonzine Accident and Jim Wells Death-These are major personnel matters. The accident hospitalized one of the partners. The fatal accident was to Jim Wells, the Plant Superintendent. This necessitated a complete review of the wiring on the plant involving one day and another day was shut down for the funeral. I would recommend three days for this item even though we do not have a contractial obligation.

4) Tillamook-Simmons Creek Extension-Contract 7579 being done by this same firm is being extended by price agreement. This extension took four days. Although it was not on the same contract it was in the same work area involving the same plant and people. We should recognize this with a four day time extension.

The above items would total 23 days which would extend the time to October 18. This is recommended.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Ross Harris

PREFIX 29-1118

DATE October 1, 1971

CALENDAR WORKDAYS 90

CRITICAL DATES

TIME EXTENSION REQUEST

Barview - Garibaldi SECTION

CONTRACT # 7596

REMARKS	DATE	CALENDAR WORKDAY
Bids received	5/28/71	
Date of award	6/1/71	
Date of letter of notice of award Recording of the elapse of the calendar workdays will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed.	6/3/71	
Crushing of paving aggregates started by commercial supplier, Tillamook Rock Products	6/18/71	-7
Calendar Workday count commenced	6/25/71	1
This office received word that permit for removing rock from Kilchis River revoked.	6/28/71	4
Subcontractor, Acme Paving Co. commenced crushing aggregate	7/22/71	28
Aggregate samples for Class B Mix Design submitted to receiving dock at Salem Lab.	7/30/71	36
EWO #2, Removing cold patches received approved	8/11/71	48
Copy of Class B Mix Design given contractor	8/13/71	50
Paving work commenced (Patching & shoulders only)	8/23/71	60
EWO #2, worked on by Contractor (2-men, 4-hours each)	8/23/71	60
Paving work ceased	8/27/71	64
Days allowed for Labor Day & weekend (3-days)	9/4, 5, & 6	71
Aggregate crushing completed	9/13/71	78
Last day for allowed CWD	9/25/71	90
Beginning date for Liquidated Damages	9/26/71	91
Paving work resumed	9/30/71	95

ORIGINAL SIGNED BY - ROSS M. HARRIS

Ross M. Harris
Resident Engineer

FORM E-30, REV 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 4, 1971
Salem, Oregon

To: Mr. J. B. Boyd
Regional Engineer
Salem, Oregon

SUBJECT: Time Extension Request Recommendation
Barview - Caribaldi Section
Oregon Coast Highway
Tillamook County
Contract No. 7596
Prefix No. 29-1118
B & K Paving Company, Contractor

ATTENTION: Mr. G. Wimer, Regional Construction Engineer

Contractor in all good faith had based his bid for this project with the idea that Tillamook Rocks Products Company, a commercial supplier located on the Kilchis River, would supply all of the paving aggregate. The aggregate was ordered and they started producing and stockpiling it on June 18, 1971. Ten days later on June 28, 1971 Tillamook Rocks Products told ou Materials Inspector, Fil Johnston, that they were stopping all production of aggregate for B & K because they had had their permit for removing rock from the Kilchis River revoked.

By the time B & K had found another rock source and subcontracted Acme Paving Company to crush the rock and by the time it took them to set-up crusher and get going it was July 22, 1971.

E.W.O. #2 for the removing of cold patches and replacing with asphalt concrete pavement required two laborers to work ½-day each on August 23 and it will take a similiar time period to finish this work.

On the Tillamook - Simmons Creek Section paving contract, also being performed by B & K, there was additional work done on Price Agreement to extend pavement overlay 0.14 mile and shoulders 0.26 mile beyond project limits. This paving also required approximately one day additional crushing.

Recommendation: Days to be allowed.

15 days	June 18 to July 22 where 24 actual weekday workdays were lost when they could have been crushing.
1 days	E.W.O. #2 work removing cold patches.
4 days	Extending paving beyond job limits.
20 days	Total recommended to be allowed.

Ross M. Harris
Resident Engineer

by, James D. Allen Officeman

RECEIVED
OCT 14 1971
FOR FILING

22-1118
7596

October 13, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 11
October 19, 1971 meeting

Gentlemen:

B & K Paving, contractor on the Barview-Garibaldi Section of the Oregon Coast Highway in Tillamook County, Contract No. 7596, has requested a 40-day increase in the contract time because of a change in aggregate source, three Extra Work Orders and a severe injury and a death involving key personnel of the contractor.

The contractor did encounter a delay when his original material supplier could not continue crushing gravel out of the Kilchis River due to environmental permit limitations. However, the choice of material supplier and the location was entirely in the hands of the contractor. This does not justify extension.

The added work orders were minor but justify extension. Two of the orders covered digging out small existing premixed patches on both this project and the Tillamook-Simmons Creek project which was completed October 1 by this same contractor using the same plant set-up for both projects. In addition, a small extension of the Tillamook-Simmons Creek project was added by Price Agreement at the State's request. A total of five workdays extension is justified for the added orders. One of the contracting partners had a serious automobile accident when the work was just getting under way and has been incapacitated since. The Paving Plant Foreman was killed in an industrial accident on the project while the paving plant was being set up and this stopped work three days. There is no clear obligation to extend the contract time, but this loss of a key employee could be acknowledged as a rare unforeseeable circumstance.

This is a calendar-day contract. Time would have expired September 23, 1971. The granting of eight work days time extension, converted to 11 calendar days, will establish a completion date of October 6, 1971.

It is estimated that the project will be completed in early November, with probable liquidated damages accruing in excess of $3,000.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw
cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
V. E. Skoog
J. E. Boyd

RECEIVED
JUN 25 1971
FOR FILING

29-1118
7596

June 25, 1971

B & K Paving Company
407 Oak Street
Kelso, Washington 98626

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7596 for paving on the Barview-Garibaldi section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fireman's Fund Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity and Surety Department

Terrance, Kimmel, Malloy & Farrer
Insurance Building
Longview, Washington

bc F. D. Morgan
I. D. Merchant
R. D. Asberry
Ross Harris

RECEIVED
JUN 15 1971
FOR FILING

22-1118
7596

June 14, 1971

B & K Paving Company
407 Oak Street
Kelso, Washington 98626

Gentlemen:

Enclosed are three copies of Contract No. 7596 for $141,940 awarded to you by the State Highway Commission on June 1, 1971, for work on the Barview-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 28, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enclosures

cc Frank Morgan
I. D. Merchant
R. D. Asburry
Ross Harris

RECEIVED
MAY 25 1971
FORM E-30
FOR FILING

37-1118
1596

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1971

copy Maint Asst Engr

SUBJECT: Compaction, Overlay Projects

To:

E. S. Hunter
Administrative Engineer

B u i l d i n g

I pass on the attached information received through the construction portion of the Regional Engineers Meeting relative to compaction on our overlay projects.

Regional engineers were advised that this does not preclude core drilling and testing for compaction in order to control the operation of the contractor. The purpose is to alleviate the problems apparently occurring due to failure to achieve compaction due to paving old flexible pavements.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachment

NOTED
E. S. HUNTER

RECEIVED
MAY 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(20) W. Linn-S. West Linn Interch. 1971
296 on E. Portland Freeway, in West
#7597 Linn (Illumination)

7597

July 19, 1973

Mr. W. C. Nelson, Jr.
McGrath, North, Nelson, Dwyer & O'Leary
Attorneys at Law
1601 Woodmen Tower
Omaha, Nebraska 68102

Re: Contract Information on
Contracts 7399, 75137337 and 7597

Dear Mr. Nelson

Pursuant to your request by your letter of July 10, 1973, please find enclosed certified copies from the various contracts relating to delays, etc., plus a memo from John Bond, Construction Administration Engineer, concerning delays on those four contracts.

If you desire any additional information, please do not hesitate to contact me.

The cost for the preparation of this material is $49.50 for the Xeroxing and certifications and $30.00 for administrative time spent in reviewing material and putting it together. The total bill, therefore, is $79.50 and the check should be made payable to the State Highway Division and mailed to my attention.

Sincerely

Jack L. Sollis
Assistant Attorney General

gb

Enclosures

FORM S-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 17 1973
LEGAL

Salem, Oregon
July 17, 1973

SUBJECT:

To: Jack L. Sollis
Assistant Attorney General

NOTED
JACK L. SOLLIS

FROM: John A. Bond
Construction Administration Engineer

You requested some comments on the July 10 letter from an Omaha, Nebraska law firm concerning reasons for delays and time liquidated damages on four projects. It happens we have recently had telephone inquiry from the Platt Electric Supply Inc. in Portland concerning details of time liquidated damages and the requests for time extension on two of these projects.

1. Contract No. 7399, Quinton-Arlington, 18-day extension granted for rail strike leaving 30-1/2 days liquidated damages withheld at $300 per day. A copy of our letter recommending on this request is attached.

2. Contract No. 7513, Emigrant Hill, 114 days liquidated damages at $50 per day withheld. We can find no request for time extension from the contractor. No further action was ever taken.

3. Contract No. 7337, LaGrande Section, 158 days liquidated damages at $500 per day. The contractor made a request for time extension for reasons on which we found little validity. After meeting with the contractor to discuss the matter, he requested that he be given the opportunity to submit a new request. No further request has been forthcoming as yet. We still have this matter in bring-up situation. See my December 15, 1972 memorandum.

4. Contract No. 7597, West Linn Interchange, 34 days time extension was granted; 57 days liquidated damages still in effect at $100 per day. This time extension request was handled via the Bridge Section and further information should be available from them or from General Files.

As to the general question of our attempting to provide copies of material pertinent to the cause or causes for late completion of a project, it seems to me this would be a highly judgemental area. There is no one simple nice neat place to get this king of information. Weekly reports, diaries, change orders, the plans, the specifications (special and general), and correspondence which might be in Resident, Region or Salem offices could all be pertinent. I would not want to determine what is or is not pertinent to contract time in such a general way.

JAB:fw

Enc.

RAYMOND E. McGRATH
JOHN E. NORTH
WINCEL C. NELSON, JR.
ROBERT V. DWYER, JR.
ARTHUR D. O'LEARY
DAVID B. ANDERSON
DENNIS E. MARTIN
DAVID L. HEFFLINGER
GREGORY M. SCHATZ
JEFFREY L. STOEHR

LAW OFFICES
McGRATH, NORTH, NELSON, DWYER & O'LEARY
1601 WOODMEN TOWER
OMAHA, NEBRASKA 68102
TELEPHONE 402 341-3070

OF COUNSEL
RODNEY SHEOLWICK

NOTED
JACK L. SOLLIS

July 10, 1973

Mr. Jack L. Sollis
Room 408
State Highway Building
Salem, Oregon 97310

AIR MAIL SPECIAL DELIVERY

Dear Mr. Sollis:

This will confirm our recent telephone conversation regarding copies of logs for certain highway projects in the State of Oregon. We previously discussed ordering xeroxed copies of these logs based upon certain information I will set forth hereinafter; however, I would like to change that to certified copies, unless the cost increases substantially. In which case, I would like to have you call me collect in connection with the charge. In the event that the additional charge for certification is under $10.00, please do not call.

Our client is a manufacturer of lighting standards and in the cases mentioned in this letter, we're interested in any and all factors revealed by the logs which show any and all causes for delay in the completion of the job. As I mentioned to you, we are interested in determining the proximate cause or causes involved in the assessment of any liquidated damages. The specific references and information we are interested in therefore is any reference in the logs to the reasons for delays by the contractors such as strikes, weather, extensions of time to other suppliers and/or contractors, failure of material suppliers to get material to the site or otherwise supply it, or failure of any contractor to complete any part of the job on time or in time.

The projects we are interested in are as follows:

1. Quinton/Arlington - Contract No. 7399 - the period of time: August 1, 1970 to acceptance of project.

2. Emmigrant Hill Scale House - Contract No. 7513 - the period of time: January 1, 1971 to acceptance of project.

3. LaGrande Section - Old Oregon Trail Highway - Contract No. 7337 - time period: January 1, 1971 to acceptance of project.

4. West Linn Interchange East Portland Freeway - Contract No. 7597 - time period: June 1, 1971 to acceptance of project.

I would appreciate your early attention to this matter. Please send me a statement for costs incurred.

Very truly yours,

Bud

W. C. Nelson, Jr.

WCN jr/dm
Cc: Mr. Paul Lienemann
Mr. F. W. Stevens
Mr. Hal Smith

LAW OFFICES
McGRATH, NORTH, NELSON, DWYER & O'LEARY
1601 WOODMEN TOWER
OMAHA, NEBRASKA 68102

AIR MAIL

Mr. Jack L. Sollis
Room 408
State Highway Building
Salem, Oregon 97310

AIR MAIL SPECIAL DELIVERY

STATE COPY

#7597

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-21-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Clackamas	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO. 7597
5-21-73	W. N. Bryant, Area Engineer		I-205-7(20)296
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-19-72	10-24-72	150.6%	180 cal. days
APPROVED EXTENSIONS	LOCATION		
34 calendar days	West Linn-S. West Linn Interchange Section of the East Portland Freeway (I-205) in City of West Linn		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY 23 1973
REGIONAL OFFICE

WEST LINN - S. WEST LINN INTERCHANGE SECTION
EAST PORTLAND FREEWAY
Illumination

Work completed under this project consisted of the installation of lineal roadway lighting and full interchange lighting along I-205 between the West Linn Interchange and the S. West Linn (10th Street) Interchange all within the City of West Linn. 119 poles with mounting heights varying between 30 and 60 feet were installed.

All contract work was completed in reasonably close conformity with the plans and specifications at a final cost of $187,100 or approximately 0.5 percent below the bid amount of $188,000. The final cost of the project including $2,490 for unanticipated items covered under price agreements, $16,650 for engineering and $5,700 credit for liquidated damages, was $200,540 as compared to the authorized amount of $217,920.

A total of 271 calendar days were used in completing the work as compared to the 180 calendar days specified. A 34-day extension of contract time was approved on September 28, 1972 leaving 57 days for which liquidated damages at $100 per day were assessed.

There were no major significant overruns or underruns of the contract bid items.

5-24-73 City Limits signs

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original signed by E. J. Valach, Dist. Engineer	
TITLE: Area Engineer	DATE: 5-21-73	TITLE: District Engineer	DATE: 5/23/73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7597

May 16, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-205-7(30)296

SUBJECT Request Federal-aid Project Acceptance

Contract 7597, Work Completed April 19, 1972

Project West Linn-S. West Linn Interchange

Highway East Portland Freeway

County Clackamas

Acceptance: State Highway Commission October 24, 1972

Federal Highway Administration May 22, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

Attach.

LHY:dg

cc V. E. Skoog

RECEIVED
OCT 27 12

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7597

DATE October 27, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7597, Work Completed April 19, 1972

Project West Linn-S. West Linn Interchange

Highway East Portland Freeway, County Clackamas

Type of Work Illumination Installation

Contractor General Service Electric, Inc.

Recommended Acceptance Date October 24, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:pr

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
OCT 27 1972
FOR FILING

7597

October 27, 1972

St. Paul Fire and Marine Ins. Co.
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7397 awarded to General Service Electric, Inc., for illumination on the West Linn-South West Linn Interchange Section of the East Portland Freeway in Clackamas County was completed on April 19, 1972, and accepted by the Highway Commission on October 24, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 1, 1972.

You have been previously notified of a claim filed against the contract.

Very truly yours,

C. W. Hurd, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl

cc General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

C. T. Keasey
Walt Hart
V. E. Shoog
Attn: W. L. Mosmer
L. W. Rulien

RECEIVED
OCT 19 1972

OREGON STATE HIGHWAY DIVISION

7597

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

425

SUBJECT **Extension of Time - Contract No. 7597**
West Linn-S. West Linn Interchange Section
I-205, Clackamas County

General Service Electric, Inc., contractor for the illumination installation at the subject location, has requested an additional 90 calendar days to complete the contract work without assessment of liquidated damages.

The contractor cites late delivery of illumination poles and repair work required after the initial delivery of poles as the reasons for his failure to complete the work on time.

Normally, this is not a valid reason for extension of time but I do find in this case that certain revisions and repairs were necessary on the poles after manufacutre and prior to shipment. The notification and ordering of repairs required a total of 34 days. Accordingly, I have granted the contractor a 34-day extension of time without assessment of liquidated damages, with the remaining 57 days of the 91-day overrun in time assessed at $100 per day, for a total of $5,700.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration. The matter will be on the agenda for your concurrence at the October 31 meeting.

cc C. W. Head
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
W. J. Hart
L. W. Rullen
V. L. Gallagher
Gary Ross
Gary Sund

RJW:ag/TE:ms

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7597 Contractor General Service Electric, Inc.

Highway East Portland Freeway

Section West Linn - S. West Linn Interchange

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Repair work to pole bases and poles is not a valid reason for an extension of time. Grant 26 days for late pole delivery and 8 days for a misplaced letter for a total of 34 days.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7597

Project designation I-205-7(20)296 State-Federal

Date awarded July 1, 1971

Work started July 24, 1971

Per cent completed 100% April 19, 1972 Date

No. of Workdays Allowed 180

No. of Workdays Used 271

No. of Added Workdays Requested ~~30~~ 34

SP*6206-734

E-220 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 27, , 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 270 days, within which to complete our Contract No. 7597, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The luminaire poles were not delivered in time to complete the contract within the 180 days allotted.

Respectfully submitted,

General Service Electric, Inc.
Contractor

By [signature] President

CONSENT OF SURETY

Date June 28, 19 72

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: [signature]
Robert M. Carlton, Attorney-in-fact
DAWSON & CO., INC.
BY: [signature]
Seattle, Wn. Resident Agent

(SEAL)

RECEIVED
SEP 1 1972
BRIDGE DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 28, 1972

In reply refer to: 10-35-DA

FROM : C. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(20)296
West Linn-S. West Linn Interchange
Time Extension

Bridge

For the reasons given in Mr. Johnson's September 27 letter I concur in the proposed 34 day extension of contract time on the subject project.

10-3-72

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

RECEIVED
OCT 4 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

DEPARTMENT
OCT 19 1972

7597

October 19, 1972

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

Gentlemen:

The Oregon State Highway Division has considered your request for an additional ninety days to complete work on Contract 7597, illumination installation on West Linn-S. W. Linn Interchange Section of the East Portland Freeway in Clackamas County.

Careful consideration has been given to the reasons you submitted. In light of available facts and the provisions of the contract you are hereby granted a thirty-four-day extension of time without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem Office.

Very truly yours,

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

cc: F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
L. W. Rullen

RJW:ag dps

RECEIVED
SEP 20 1972
FOR FILING

7597

September 27, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Time Extension
West Linn-S. West Linn Interchange
FA Project No. I-205-7(20)296
Contract No. 7597

The subject contract was awarded July 1, 1971 and allotted 180 calendar days to complete the work, which forecast a completion date of January 19, 1972. A total of 271 calendar days were charged to the project which resulted in an overrun in contract time of 91 calendar days.

The contractor has requested an extension of time, citing late delivery of illumination poles and repair work required after the initial delivery of poles as the reasons for his failure to complete the work on time. Several breakaway pole bases and one split pole required repair work because they did not conform to the specifications and no time extension is recommended for this delay.

A special delivery letter from the pole manufacturer was delivered to the office of the Resident Engineer on Sunday, March 5, 1972 and left in an unused box. A copy of this letter was not received from the pole distributor until March 14, 1972, and the pole repair was therefore delayed eight days. Since this was beyond the control of the contractor and did delay the project, I recommend that an eight-day extension be allowed for this reason.

A study of delivery time required for illumination and traffic signal poles was completed in July of this year. It was determined that the contractors for certain projects would be allowed 190 days after the date the poles were ordered plus a reasonable allowance for erection time. This would revise the completion date for those projects, and a time extension would be granted accordingly. The plan was approved by you and five time extensions were granted using the above formula.

The subject contract would come under the above category since illumination pole delivery was the principal delay. In this case, the 190 days from the date the poles were ordered plus 25 days for erection would extend the completion date to February 14, 1972, which is 26 days after the original completion date. This 26 days plus the eight days for the misplaced letter represent a total delay to the project of 34 days.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 34-day extension of time with liquidated damages assessed for 57 days at $100 a day, for a total of $5,700.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
L. W. Rulien

RJW:ag ja

FORM C-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: August 31, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM: A. C. Harwood
Regional
Construction Engineer

SUBJECT: West Linn-S. West Linn Interchange
Illumination
East Portland Freeway
Contract No. 7597

Transmitted herewith for the subject project:

Time extension request

Supporting letters from

General Service dated July 26, 1972
Velmont Industries dated February 2, 1972
Geo. M. Roth Co. dated July 19, 1972

Analysis of request by Resident Engineer Nelson dated August 15

Accompanied by

Summary of pole repair
Memo from Harwood dated March 30, 1972
Report by Al Rear dated March 14, 1972
Letter from Velmont dated March 14, 1972
Memo from Dennis O'Brian dated March 3, 1972

RECEIVED
SEP 1 1972
BRIDGE DIVISION

Mr. W. J. Hart

Data and dates pertinent to contract:

Bids received	June 24, 1971
Contract Awarded	July 1, 1971
Commencement of work	September 2, 1971
Specified time	180 calendar days
Time expired	January 19, 1972
Project completed	April 19, 1972

Contract authorization and payments

Total paid bid items		$187,100
Authorized		188,000
Extra Work & Price Agreements		
Price Agreement No. 1 Documenting	None	
Price Agreement No. 2 Revise Service Cabinets	2,490	
Extra Work Order No. 1 Flagging	None	
		$2,490

Liquidated damages assessed

91 days @ $100 $9,100

Request from the contractor is based on late delivery of poles and on repair work which was required after pole delivery. Certainly the critical factor in completion of the work involved pole delivery and activities on the job after poles were delivered. Neither extra work nor weather were factors during these periods.

The time between award and approval of shop drawings is long. The long period appears to be due to the large numbers of hands the orders and shop drawings had to pass through and time lag in placing the order. I feel submittals, checking and field varification information was reasonably timely so no time is recommended during this period.

Excessive time to complete project after delivery of poles was due to poor quality of fabrication and lack of compliance with the plans. It could be contended that inspection was not timely, that rejection due to welding defects after galvanizing and delivery is unreasonable. The defects for which repair was required were significant and evident to any reasonable inspection or quality control effort, see Mr. Rears report dated March 14, 1972 and my memo of March 30, 1972. Detection of defects was well within capabilities of the manufacturer and no time is recommended.

Other than perhaps for the period of communications breakdown between March 5 and March 14, 1972, delays must be attributed to the contractor or his suppliers actions. The recommendation of this office is that additional time granted be limited to the 8 day recommendation by Resident Engineer Nelson.

RECEIVED
SEP 1 1972
BRIDGE DIVISION

Mr. W. J. Hart

Acceptance of the preceeding recommendations will reduce days assessed liquidated damages from 90 to 82 days.

ACH/bd
enc
cc: A. D. Nelson

RECEIVED
SEP 1 1972
BRIDGE DIVISION

FORM S-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 15, 1972

SUBJECT: Time Extension Request
West Linn - S. West Linn Interchange
East Portland Freeway
Contract 7597

To: Mr. L. W. Rulien
Region Engineer
P. O. Box 02157
Portland, 97202

ATTENTION: Mr. A. C. Harwood
Region Const. Engineer

Submitted for your consideration is a 90 day time extension request received from the contractor of subject contract.

This highway illumination contract was awarded to General Service Electric, Inc. on July 1, 1971. The calendar day count began July 24, 1971 with a specified 180 calendar days allowed for completion. The contract specified days expired January 19, 1972. The plan illumination system provided by this contract was operational on April 19, 1972. Calendar day charges ended this day at which time 90 days liquidated damages had been assessed to the contract.

Work performed by this contract provided 2.4 miles of freeway illumination, requiring 119 poles of 30' & 50' mounting heights. The contract amount being $188,000.00.

A late pole delivery is the basis of the contractor's extension request. The original shipment of poles were delivered to the job site on February 9, 1972 & February 16, 1972. A general overall poor quality of pole fabrication resulted in an initial rejection of all the poles pending a ~~thorough~~ inspection and investigation of the situation at hand by both the state and the pole manufacturer. The final analysis determined 30 breakaway bases and 1 split pole required repair. The repair work was completed with return delivery to job site on April 6 and April 12, 1972. A detailed report of the repair work is attached, as well as other correspondence relative to the pole repair.

The furnishing of specification poles is the responsibility of the contractor. However, a special delivery letter from the pole manufacturer, which included his evaluation of the pole defects and a proposed pole repair, was delivered to this office on Sunday, March 5, 1972, and left in an unused and abandon box. As a result of the mis-delivered letter action on pending pole repair was delayed until March 14 at which time a copy of this letter was received from the pole distributer.

My total time extension recommendation for this extension request is 8 ddys to cover the time lost in pole repair due to the mailing delay.

Very truly yours,

Arvey D. Nelson
Resident Bridge Engineer

ADN/has

REGION 1 — RE ☐ RME ☐ RCE ☐ OE ☐ — AUG 17 1972 — TE ☐ UE ☐ DES ☐ SEC ☐

RECEIVED
SEP 1 1972
BRIDGE DIVISION

7597

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Linn - South West Linn Interchange	WEEK ENDING: June 2, 1972	
	SECTION PREFIX: 603-1016	
HIGHWAY: East Portland Freeway	COUNTY: Clackamas	
NAME OF JOB: West Linn - S. West Linn Interchange	KIND OF WORK: Illumination Installation	
CONTRACTOR: General Service Electric, Inc.	CONTRACT NUMBER: 7597	FEDERAL AID PROJECT NUMBER: I-205-7(20)296
DATE OF CONTRACT: July 1, 1971	DATE WORK STARTED: September 2, 1971	ESTIMATED COMPLETION DATE: May 23, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 180	WORK DAYS USED / CALENDAR DAYS USED: 271
PROJECT AUTHORIZATION: $ 217,920.00	SPECIFIED COMPLETION DATE: January 19, 1972	PERCENT OF TIME ELAPSED: 150.6%
EXCLUSIVE OF ENGINEERING: $ 200,640.00	ENGINEERING AUTHORIZATION: $ 17,280.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90.4%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 181,290.00	ENGINEERING COST TO DATE: $ 16,650.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.8%
ESTIMATED PERCENT: ~~OVERRUN~~ Underrun 9.7 %	PERCENT OF AUTHORIZATION: 96.4%	DATE PROJECT WAS COMPLETED: May 23, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Foundations		Conduit		Pole Erection			
PERCENT	100%		100%		100%			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Clear			
MONDAY 29	Clear			
TUESDAY 30	Clear			
WEDNESDAY 31	Clear			
THURSDAY 1	Clear			
FRIDAY 2	Clear			
SATURDAY 27	Clear			

Routing: Keasey, Bond, Walker, Johnsen, Peace, Glenn, Litchfield, Berg

RECEIVED
JUN 5 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No Activity all week
MONDAY 29	
TUESDAY 30	
WEDNESDAY 31	
THURSDAY 1	Final by A. C. Harwood, Region Construction Engineer
FRIDAY 2	
SATURDAY 27	

REMARKS

Status: Final inspection by A. C. Harwood, Region Construction Engineer.
Last weekly report.

SIGNED Harold A. Schroeder
For Arvey O. Nelson

LOCATION 9000 SE Fuller Rd
Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*7216

RECEIVED
JUN 15 19

STATE COPY

FORM PR-338 (REV. 3-68)

cc: OSHD - (A E Johnson)
Region
Wash DC

5-22-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

7522

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	7	Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
5/22/72	W. N. Bryant, Area Engineer	I-205-7(20)296

In Company With
Arvey Nelson, Resident Engineer, OSHD

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	150.6 %	99 %

Report to include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

Copy Bridge 6-12-72

WEST LINN-S. WEST LINN INTERCHANGE
EAST PORTLAND FREEWAY
Illumination

All contract work except for some minor cleanup was completed in reasonably close conformance with approved plans and specifications on May 19, 1972 at a final estimated cost of $181,390 or approximately 3.5 percent below the bid amount of $188,000. A total of 271 days were used in completing the work while the contract time allowed was 180 days leaving 91 days for which liquidated damages have been accessed. There were no major significant overruns or underruns.

Project records indicate that all materials incorporated into the project were in reasonably close conformance with approved plans and specifications. During construction a considerable number of poles manufactured by Valmont Mfg. Co. of Nebraska were found to have undersized welds, slag pockets, and/or split seams or a combination thereof. All defective poles were rejected and subsequently taken to City Galvanizers in Portland for correction of the defects.

Project records also indicate that the EEO requirements of the contract were met in a satisfactory and timely manner.

Approval of the project is recommended subject to satisfactory completion of the minor cleanup work remaining.

NOTED
A. E. JOHNSON

6-9-72
REFERRED TO
J Johnson
BY BENJAMIN STATE HIGHWAY E...
cc Young

COPY SENT
JUN 7 1972
REGIONAL OFFICE

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
MAY 22 1972
FOR FILING

Claim 4672

FILED
MAY 22 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-24-72 KL

RECEIVED
MAY 22 9 03 AM '72
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7597

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 19, 1972

Platt Electric Supply, Inc.
1305 N. W. Davis Street
Portland, Oregon 97209

Attention: M. Holtzman

Gentlemen:

This is to acknowledge receipt of your letters dated May 12 and May 16, 1972, advising us that General Service Electric, Inc., owes you for material in the amount of $68,500.

This appears to be in reference to the General Service Electric, Inc., Contract No. 7597 for illumination installation on the West Linn-South West Linn Interchange Section of the East Portland Freeway in Clackamas County.

The St. Paul Fire & Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1300 N. E. Irving Street
Portland, Oregon 97232

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

PLATT Electric Supply, Inc.

May 12, 1972

Secretary of State Highway Division
State Highway Building
Salem, Oregon 96310

Dear Sir:

We have supplied material to General Service Electric Company, P.O. Box 1435, Bellevue, Washington, who is doing the illumination installation under a prime contract #7597 for the West Linn - South West Linn Interchange, East Portland Freeway.

It is our understanding that he has been paid for this job.

We have furnished material to the contractor on this job in the amount of $60,282.00 -- no part of which has been paid.

This is a notification from us that we have not been paid. Please advise us of the bonding company and what procedure we should follow to affect payment. Whatever you can do to help us will be very much appreciated.

Very truly yours,

PLATT ELECTRIC SUPPLY, INC.

M. Holtzman

M. Holtzman

cb

NOTED
LOYD QUERY
5-15-72

Home Office
P.O. BOX 3167
1305 N. W. DAVIS STREET
PORTLAND, OREGON 97209
PHONE (503) 228-6121
Reply to ☒

Wholesalers of
ELECTRICAL SUPPLIES, APPARATUS
APPLIANCES, LAMPS AND LIGHTING FIXTURES

NOTED
C. W. HEAD

2757 6th AVE. SOUTH
SEATTLE, WASHINGTON 98134
PHONE (206) MA 4-4083
Reply to ☐

PLATT Electric Supply, Inc.

May 16, 1972

Secretary of State Highway Division
State Highway Building
Salem, Oregon 96130

Dear Sir:

Reference is made to our letter of May 12, regarding material supplied by us to General Service Electric, P.O. Box 1435, Bellevue, Washington, who is doing the illumination installation under contract #7597 for the West Linn - South West Linn Interchange, East Portland Freeway.

We erroneously gave you the wrong amount due to us. Actually, the original contract between us (and invoices covering that contract for material shipped) was $70,000.00. Of this amount, only $1,500.00 was paid. The balance of $68,500.00 is still due us.

We regret very much the first figure we gave you in error. Please correct our correspondence.

Very truly yours,

PLATT ELECTRIC SUPPLY, INC.

M. Holtzman

M. Holtzman

cb

RECEIVED
MAY 17 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD OUERY

NOTED
C. W. HEAD

Home Office
P.O. BOX 3167
1305 N. W. DAVIS STREET
PORTLAND, OREGON 97209
PHONE (503) 228-6121
Reply to ☒

Wholesalers of
ELECTRICAL SUPPLIES, APPARATUS
APPLIANCES, LAMPS AND LIGHTING FIXTURES

2757 6th AVE. SOUTH
SEATTLE, WASHINGTON 98134
PHONE (206) MA 4-4083
Reply to ☐

RECEIVED
AUG 6 - 1971
FOR FILING

J-205-7(20)296
7597

August 5, 1971

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7597 for illumination installation on West Linn-South West Linn Interchange Section of the East Portland Freeway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire and Marine Ins. Co.
1500 N. E. Irving Street
Portland, Oregon 97232

Frank Morgan
Ivan Merchant
L. W. Rulien
Arvey Nelson

RECEIVED
AUG 6 1971
FOR FILING

Form 1374-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I 205-7(20)296
7-7-71

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 3, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon Project I-205-7(20)296
West Linn - South West Linn Interchange
Contract 7597

Drawing 27275 for the subject project has been reviewed and is approved. An approved copy is returned as requested.

Enclosure

8-6-71
REFERRED TO
Gunza
ASST. STATE HWY. ENGR
w/enc.

RECEIVED
AUG 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. D. KLABO

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 919-222

RECEIVED
AUG 10 1971
FOR FILING

files

DAWSON & CO. INC. Insurance-Surety Bonds

401 SECOND AVE. W., SEATTLE, WASHINGTON 98119 AT 4-6300

I-265-7(20)296
7597

TRANSMITTAL RECORD

To Oregon State Highway Division
Highway Building
Salem, Oregon 97310
Attention Floyd Query, Secretary

Date August 2, 1971

Re GENERAL SERVICE ELECTRIC, INC.
Contract No. 7597 - Illumination installation on the West Linn-S. West Linn Interchange Section of the East Portland Freeway - Clackamas Cty.

We are pleased to enclose the following:

Two copies of Contract No. 7597

Remarks Each copy has been signed by attorney-in-fact with proper authorization according to your request of 7/23/71.

Thank you,

Ivan, signatures look ok & agree with prequal statement still needs ok on surety

DAWSON & CO., INC.

By Barbara Heinl
Barbara Heinl

bh
Encl.
cc: General Service Electric, Inc.

RECEIVED
AUG - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-16		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	7-13-71	Clackamas
		PROJECT NO.
		I-205-7 (20) 296

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 West Linn Interchange South 2.5 miles.

(West Linn Interchange-South West Linn Interchange Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-71	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 211,200.00	$ 194,853.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 13 1971

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(20)296

WEST LINN-S. WEST LINN INTERCHANGE SECTION

EAST PORTLAND FREEWAY, CLACKAMAS COUNTY

SALEM, OREGON, JULY 7, 1971

Project Agreement Estimate.

Type Y030
Illumination (Sta. 752+60 to Sta. "Ln" 880+56)

Temporary Protection and Direction of Traffic	All Required		$ 7,000.00
Guardrail, Type 2A	250 lin. ft.	4.00	1,000.00
Roadway Illumination Installation, Complete	All Required		180,000.00
			$188,000.00
Flagging (60% of the Contractors Cost)	All Required		4,000.00
	Subtotal		$192,000.00
	10% Engr. & Cont.		19,200.00
	Total		$211,200.00

Length of Project 0.00 mile

Federal Funds	$194,853.00
State Funds	16,347.00
Total	$211,200.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7597

Prefix - 603-1016

RECEIVED
JUL 19 1971
FOR FILING

I-205-7(20)276

7597

July 13, 1971

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

Gentlemen:

Enclosed are three copies of Contract No. 7597 for $188,000 awarded to you by the State Highway Commission on July 1, 1971, for illumination installation on the West Linn-South West Linn Interchange Section of the East Portland Freeway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Arvey Nelson

FORM PR-1240
(Rev. 6-68)

MAY 13 1971

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(20)296

STATE PROJECT NO.
WEST LINN - SOUTH WEST LINN INTERCHANGE SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
I-205-7(20)296 6-11-71

PROGRAM NO.

ITEM NO.
I-643

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
7527

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

yours w/ one.
6-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 2, 1971	JUNE 2, 1971	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE 64

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $4,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $4,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 1, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

NOTED
E. A. REAGER

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-71	A. H. Green	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 6-8 AND 6-9

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-1-71

BY (Signature): MR. YOUNG'S MAY 14, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: XX FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 643 THRU 644

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
643	I-205-7(20)296	0.0	405,000	372,000	WEST LINN INTERCHANGE - SOUTH WEST LINN INTERCHANGE SECTION.	ILLUMINATION
644	I-80N-3(60)109	0.0	53,000	48,700	RUFUS INTERCHANGE	ILLUMINATION

Young
6-7-71

1:30 TOM EDWARDS

REMARKS (Division)

I-205-1(20)296
72-27

DEPARTMENT JUN 7 - 1971

NOTED
F. B. KLAGGE

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
DATE -
SIGNATURE AND TITLE

DATE 6-1-71

APPROVED
SIGNATURE AND TITLE
R.E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-955

RECEIVED
MAY 17 1971
FOR FILING
I-205-7(20) 276
7597

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three Interstate projects, Item Nos. 643 through 645, which we desire to have included in the Federal Aid Interstate Highway Program.

Item 643, Project I-205-7(20)296, is exempt from State and District 2 Clearinghouse reviews under existing working agreements.

Item 644, Project I-80N-3(60)109, is exempt from State Clearinghouse review under working agreement of April 28, 1970 and paragraph 2b of IM 50-1-70. Copy of District 9 Clearinghouse approval, dated January 14, 1971, is enclosed.

Item 645, Project I-80N-6(49)271, received State and District 13 approvals on April 29, 1971 and April 13, 1971, respectively. Copies are enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

enc: ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-14-71

FEDERAL-AID (PP

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21): I-205 West Linn Interchange S. 2.5 Mi. (65)

ADT — PRESENT: 6,900 — FUTURE (66): 16,800 (70) — YE

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (20): Lineal Illumination (62) — NATL. FOREST (63)(68) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72) (73) — PL. A (74)

COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate — ROUTE NO. I — FEDERAL I-2

NAME OF URBAN AREA (17-31): Portland — ESTIMATED PROJE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUN (67)
1	(1418)	(18)	41	42	43 46	53				
5					PE		I-205 West Linn Interchange South 2.5 Miles			
5					ROW		"West Linn Interchange-South West Linn Interchange Section"			
5					CONST (CODE)			0.0	405,000	372,00
							PROJECT TOTALS	0.0	405,000	372,00

(116) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1.	ADT	6,900	16,800	91	08	Oregon	35	042	643

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	205-7	(20)	296	

COUNTY NAME: Clackamas — CODE: 005

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205	64	I-205

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install lineal illumination complete and adjust guardrail as required.
					ROW-200' min.; Access Control-full; Park. Restrictions-complete.
0.0	405,000	372,000	33,000		
0.0	405,000	372,000	33,000		

REMARKS

Additional Data: Item 538, Project I-205-7(11)294.

-OVER-

Remarks (cont.)

Project Data: The project consists of installation of lineal illumination with minor adjustment of median barrier rail at Sunset Ave. O'xing to accommodate luminaire poles. This is to complete the illumination of this suburban section of I-205 through West Linn.

Public Hearing was complied with for this section, under Project I-205-7(11)294. The project is all within the existing right of way.

Clearinghouse review exempt under both State and District 2 working agreements dated April 28, 1970 and October 16, 1970, respectively.

This illumination is considered stage construction of this section of the Interstate highway I-205 and as such design approval was given under Project I-205-7(11)294. Design approval was also given under FHWA memo dated October 16, 1970, for this proposed lineal illumination.

6-3731 Seven Devils State Wayside Sec. 1971
N. of Bandon. (Grad. and paving
#7598 entrance road & parking area.)

RECEIVED
JAN 7 - 72
FOR FILING

6-3731

7598

January 7, 1972

General Insurance Company of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

On December 27, 1971, we wrote to you concerning release of final payment on Contract No. 7598 awarded to Martin Kincheloe for work in Seven Devils State Woyside in Coos County.

Final payment on this contract is $3,871.43 and the total contract amount is $85,340.16. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Martin Kincheloe
Box 296
Myrtle Point, Oregon 97458

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
DEC 27 1971
FOR FILING

6-3731
7598

December 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1971 on Contract No. 7598. The contract was with Martin Kinchelos and was for grading and paving on the Seven Devils State Wayside Section in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 23, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:js

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
C. T. Keeney

6-3731
7598

FORM E-7 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Seven Devils State Wayside	WEEK ENDING: December 10, 1971	
HIGHWAY: Seven Devils Road	SECTION PREFIX: 6-3731	COUNTY: Coos
NAME OF JOB: Seven Devils State Wayside	KIND OF WORK: Grading and Paving	
CONTRACTOR: Martin Kinchelee	CONTRACT NUMBER: 7598	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1971	DATE WORK STARTED: August 9, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 30, 1971	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 88,884.63	ENGINEERING AUTHORIZATION: $ 7,762.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 81,121.78	ENGINEERING COST TO DATE: $ 7,262.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 85,580.69		DATE PROJECT WAS COMPLETED: November 19, 1971
ESTIMATED PERCENT: OVERRUN ~~XXXXXXX~~: 5.5 %	PERCENT OF AUTHORIZATION: 94 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.47	0.47			0.47
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.47	0.47			0.47
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,000 cy	3,900 cy			1,340 ton
TOTAL QUANTITIES CORRECTED TO DATE	~~4,000~~ 4,715 cy	~~4,050~~ 4,440 cy			~~1,400~~ 1,357 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,715 cy	4,440 cy			1,357 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDA	Showers			
TUESDAY	Fair			
WEDNESDAY	Showers			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

Routing
Decker
Pease
Walker
Glenn
Boehme
Johnsen

RECEIVED
DEC 13 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Semi-Final Estimate is completed and has been submitted to the Region Office.

Final Report.

SIGNED Bobby D. Johnson LOCATION Cequille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUL 9 - 1971
FOR FILING

6-3731
7598

July 8, 1971

Martin Kinchelos
Box 296
Myrtle Point, Oregon 97458

Dear Mr. Kinchelos:

Enclosed are three copies of Contract No. 7398 for $77,428.30 awarded to you by the State Highway Commission on June 28, 1971, for work in Seven Devils State Wayside in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Merchant
C. T. Massey
Bobby Johnson
David Talbot
William Cuibel (SAIF)

I-5-1(74) S. Gold Hill Interch. Sec. 1971
42 on Pacific Hwy. at Gold Hill
#7599 (Grad., pav. and structure)

7599

April 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-1(74)42

SUBJECT Request Change Order Approval

Contract 7599, State Force Order No. 1

Project South Gold Hill Interchange

Highway Pacific

County Jackson

This order documents a credit to the project for steel pile cut-offs 20 feet or longer in length which were transferred to the State maintenance yard.

The total of this order is $549.00 with a credit to the Federal participation of this amount.

This credit was tentatively recommended for approval by the Federal Highway Administration Area Engineer March 19, 1974.

Your approval as of March 19, 1974 is requested.

Attach.

[redacted]

7599

October 5, 1973

M. R. Holst Construction Company
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

We have reviewed your second request for time extension on Contract No. 7599 for work on the South Gold Hill Interchange Section of the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an additional extension of 14 days is granted which will reduce the time liquidated damages on this project. This is for signing (four more days in addition to the three granted on your first request). Price Agreement No. 5 riprap (one day), and retroactive change in the resume work order in April 1972 (nine days).

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
Bill E. Brown
V. L. Gallagher

JAB:fw dpy

7599

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 5, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
South Gold Hill Interchange Section, I-5
Contract No. 7599

M. R. Nolst Construction Company, contractor on this project, has made a second request for time extension. The first request resulted in a seven-day extension which was approved by the Highway Commission in October 1972, and left 72 days liquidated damages in effect at $100 per day. This second request cites six reasons; structural plate pipe extensions, extra signing, maintenance of traffic through the work, construction of fish baffles, additional guardrail, and excessive subgrade moisture content when work resumed in the spring of 1972.

Four days additional time are justified for added signing under an extra work order done the last four days charged to the project. Price Agreement No. 5 added 112 cubic yards of loose riprap late in the project and justifies one day extension. Nine days are justified for time charged in April 1972 after a "resume work" order was issued, but the contractor could not work because of wet ground conditions.

I have granted an additional 14-day time extension on this project. This was a Federal-aid Interstate project and we now have the concurrence of the Federal Highway Administration. This will leave 58 days liquidated damages in effect.

This matter will be on the agenda for your concurrence at the October 24 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Bob Whipps
Gary Sund

JAB:fw dpy

#75-99

September 6, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
South Gold Hill Interchange Section
Oregon Project I-5-1(74)42

M. R. Holst Construction Company has requested a second time extension on this project. You concurred in the first request which resulted in a seven-day extension and left in effect 72 days' liquidated damages at $100 per day. Six reasons are given for this second request (copy attached). For the most part, these elaborate on six of the nine reasons used in the first request.

We recommend a further extension based on the following four reasons:

Item No. 2 - Signing. Four-day extension recommended. Three days (expanded) have been granted on this. The contractor asks for eight days. We note that on the last four days counted up to the completion date, the contractor was working on Extra Work Order No. 3, Added Signing Work, and we recommend granting these four days. The other three days were much earlier in the project.

Item No. 3 - Ramp Closure Not Utilized. Eight-day extension recommended. There must have been a benefit to traffic in not closing the ramps. We did not grant the first request; however, we indicated to you that we were sympathetic and now recommend the eight days requested.

Item No. 4 - Fish Baffles. Two-day extension recommended. Four days were granted on the first request. This was attributable entirely to Price Agreement No. 2 and did not include the riprap. Price Agreement No. 5 was a separate item under which we placed 112 cubic yards of loose riprap. This took two days in April 1972 on liquidated damage time for which we recommend extension.

Item No. 6. Nine-day extension recommended. On nine days in April immediately after the resume work order was issued, the contractor was ready to work but could not because of the ground conditions.

Your concurrence is requested in a second extension in the amount of 23 days, which would leave 49 days' liquidated damages still in effect.

Att.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7399 Contractor M. B. Dalet Construction

Highway Pacific

Section South Gold Hill Interchange

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14 days extension for signing, added riprap and retroactive change in resume work in April, 1972.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7399
Project designation	I-5-1(74)42 State-Federal
Date awarded	July 1, 1971
Work started	Aug. 4, 1971
Per cent completed	100% 6-23-72 Date
No. of Workdays Allowed	a. 451 b. 125
No. of Workdays Used	204
No. of Added Workdays Requested	99

ER-0836-704

B-330 (Rev.)—6M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 7, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 224 days, within which to complete our Contract No. 7599, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per letter of January 10, 1973

Respectfully submitted,

M. R. Halat Const. Co.
Contractor

By M. R. Halat

CONSENT OF SURETY

Date February 23, 1973

We, UNITED PACIFIC INSURANCE COMPANY

P. O. Box 1788, Eugene, Oregon

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

STANLEY P. DUTCH, Stanley P. Dutch
Attorney-in-fact

STANLEY P. DUTCH, Stanley P. Dutch
Resident Agent

(SEAL)

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 20, 1973

In reply refer to: 10-35-B3

SUBJECT: Oregon Project I-5-1(74)42
South Gold Hill Interchange
Second Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer
Salem, Oregon

Based on the contractor's second request for a time extension and your analysis and recommendation, I concur in a second time extension of 14 days. My determination is based on the following:

Item No. 2 - Signing: I Concur with your recommendation of a four-day extension.

Item No. 3 - Ramp Closure Not Utilized: Closing the ramps was an option allowed the contract. The contractor elected to not use that option. The contract does not indicate any time adjustment relating to this option. Therefore, I feel no time extension is justified for the reasons given in Item No. 3.

Item No. 4 - Fish Baffles: In the first request the contractor asked and was granted three days for work on Change Order No. 2. (P.A. No. 2 - fish baffles) His second request states two days were lost on the fish baffles and two days lost on the riprap (P.A. No. 5) for a total of four days. Since three days were previously granted, I agree one more day should be allowed.

Item No. 6: I concur with your recommendation of a nine day extenstion because of wet ground conditions.

for G. L. Green

RECEIVED
SEP 26 1973
Office of
Assistant State Highway Engineer

9-26-73
cy Conatser
cy Gallagher

10-1-73
cy Shirley

RECEIVED
STATE HWY ENGR
SEP 24 '73
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					•	

FORM E-80 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1973

SUBJECT: South Gold Hill Interchange Section
Contract No. 7599
Second Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

RECEIVED
SEP 6 1973
Office of
Assistant State Highway Engineer

M. R. Holst Construction Company made a second request for time extension on this project. The first request resulted in a seven-day extension which was approved by the Highway Commission last October and left 72 days liquidated damages in effect at $100 per day. This second request cites six reasons which for the most part elaborate on six of the nine reasons used on the first request and two of these six (Items No. 2 and No. 4) were the basis for the seven-day extension already granted. Because this is a second request and restating earlier reasons, I have given other new requests priority in handling here.

Originally, the Region recommended only one day extension, but now concurs with the Resident Engineer's analysis on this second request and recommends 42 days extension. The seven days already granted are repeated in this analysis, so this really amounts to 35 days more recommended from the field on the second request. The Resident Engineer's analysis is in error regarding the holiday weekend shut-downs also. The four days recommended for Memorial Day 1972 were in fact not counted and is not included in the liquidated damages assessed. This would cut the Resident Engineer's recommendation to 31 new days, seven days of which would be for holiday stop work situations, Labor Day and Thanksgiving 1971.

The contractor, so far as we can determine in fact did not work on these two holiday weekends, but there is no written stop work order to cover them. On the Labor Day weekend, the contract was only four percent complete, no grading work had been performed, the work in progress was the cutting of columns to raise the structure. I would conclude that the contractor did not have much going on that could impede traffic which is probably why he was not given a formal shut-down order. We have not been successful in the past getting FHWA concurrence in time extensions on hindsight stop work order time where we had no evidence of having actually issued an instruction to the contractor.

We would concur with the field position on Item No. 1. No additional time for the multiplate pipe extension.

No. 2 - Signing - Three days (expanded) was granted on this. The contractor really only asked for two days on his first request on this reason. I note that the contractor was working on the Extra Work Order 3 added signing work on the last four days counted up to the completion date. The other three days cited by the Resident Engineer was much earlier in the project during the first year when it was concurrent with the regular work. I would recommend we request extension for these four last days charged, and in addition to the three already granted.

No. 3 - Ramp Closure Not Utilitized - There must have been a benefit to traffic in not closing the ramps. We indicated to FHWA on the first request that we had some sympathy on this reason. I would suggest we try for the eight days recommended by the Resident Engineer.

No. 4 - Fish Baffles - Four days were granted on this on the first request. This was attributable entirely just to Price Agreement No. 2 and did not include anything for the riprap. Price Agreement 5 was a separate item under which we placed 112 cubic yards of loose riprap. This took two days in April 1972 on liquidated damage time and although there was concurrent work on one of these days, I would be generous and recommend both days for time extension, mainly because this is a late price agreement done on liquidated damages. Two days recommended.

No. 5 - Guardrail - Concur in no time.

No. 6 - In effect, the Resident Engineer recommends a retroactive change in his resume work order which would reduce the liquidated damages by nine days. This could have been done very simply at the time at the field level without the complications we have now, but in view of the Resident Engineer's statement, we would recommend the nine days extension on this reason. I believe there is a little better basis for this than for the retroactive holiday stop work orders discussed above. On the holiday weekends, the contractor probably did not intend to work. On these nine days in April when the resume work order was issued he wanted to work but could not due to ground conditions.

We therefore recommend a second extension in the total amount of 23 days leaving 49 days in effect. I note engineering charges overran $7,800. Rough draft letters to FHWA, the Commission and contractor on this basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

L. R. HOLST CONSTRUCTION
P.O. BOX 692
ONTARIO, OREGON 97463

January 10, 1973

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 22 1973

Oregon State Highway Department
D.E. Brown, Resident Engineer
P.O. Box 368
Medford, Oregon

RE: South Gold Hill Interchange
Contract [illegible]

Sir:

We would like to re-apply for an extension of time, on the above described contract, in as much as we feel that our letter of July 24, 1972, did not fully explain the various delays encountered during construction. We will try to give a fuller explanation in the following paragraphs.

[redacted] Structural plate pipe extensions at Sta. "K"3+00 and "K"16 + 00 existing multiple pipe was rolled round as per old specifications, then crushed 3" to 4" from 22 years of use. New Standard Specifications require rolling of structural plate pipe 5% eliptical. Armco representitive requested variance in specifications to roll new pipe round to match exixting pipe. This request was denied. Forcing the new 5% eliptical pipe to existing round crushed pipe was an extremely difficult and time-consuming and expensive project which was unforeseen and could have been avoided had the new pipe been rolled to fit the existing pipe. It was and should be assumed that in extending a pipe that it would be fabricated to be compatible with the existing pipe. It took a minimum of two extra days of erection time for each of the 4 pipe extensions. Total lost time would amount to [redacted] days.

[redacted]; Special provisions, page 6, paragraph J Special Provisions say: "The signs to be covered and signs numbered 1 through 5 to be installed are to be done by others." As the job progressed State Maintenance Forces were to busy to accomplish their obligations on signing, therefore we were instructed to do the same signing on a"force account" basis. We had to haul signs and posts, put up new sign on the structure South bound, erect new signs, number 1,2,3,4, and 5, per drawing 26962 and erect new traffic control signs on completion of the job. Estimated time lost on signing: 2 days taking down and covering traffic control signs, 2 days erecting and uncovering traffic control signs, 3 days for hauling and erecting signs number 1,2,3,4, and 5 per drawing No. 26962, 1 day for erecting sign on structure S. bound lane. Total time lost, [redacted] 8

3 days were furnished

[redacted] Sec. 104 Scope of Work 104.05 "[redacted] through the work" page 2, Special Provisions, Paragraph b states: The "UR" and"FN" lines may be closed separately for a single period not to exceed 4 consecutive days each. Due to the inconveniencing of the traveling public and the pressure from the local residents, neither of these "on" or "off" ramps were closed to traffic during the duration of this contract. This was accomplished at great inconvience and expense to our sub-contractors, Hughes and Dodd, and Copeland Paving. However, it was generally agreed to be worth the extra cost and time. Total lost time, [redacted]

[redacted] Price Agreement work on culvert sta. "K" 6+09: By price agreement we had to construct fish baffles within the multiplate culvert, and place rip rap around the outlet end to

make the culvert more accessable to fish passage, as per the request of the Oregon State Fish Commission. This work was not in the original contract and took personel away from their regular work to accomplish, in as much as we were working with a small composite crew and the "Extra Work" did not justify hiring new personel. Time lost: 2 days on the fish baffles and 2 days lost on placing of the riprap. Total of days lost, [redacted]. 4 days granted

[redacted] Early in April we requested several times to obtain the net footage on the guard rail and the radius for that portion that had to be rolled. We were finally told on May 3, 1972, to order as per plans. Plans called for 4,025 ft. of rail with no specially cut pieces. This was ordered May 3, 1972, and delivered June 10, 1972. During erection of the rail, after staking, it was discovered that there was more footage than 4,025 ft. so 200' more was ordered June 7, 1972, which arrived June 14, 1972. Then the need for 6'-3" sections became apparent. On June 13, eight pieces of 6'-3" sections were ordered, attached with a"rush"tag. By the time they were ordered, fabricated, regalvanized and shipped we received them on June 23, 1972. [redacted] incurred by not having the net total lenghts of the rail runs. When the first order for rail went in on May 3, 1972. In as much as 6'-3" sections were not shown on the plans and not normally incurred, in guard rail runs, we feel we should not be charged work day count during these 9 days waiting for 6'-3" rail sections. Lost time was [redacted] this item.

[redacted] for adequate compaction and finishing as submitted by Hughes and Dodd, Embankment Sub-Contractor.

11-10-71 through 12-3-72: Grade to wet to finish slopes. Lost balance of time on Grading, as could not work equipment due to soft slopes. (23 days day count without production).

4-10-72: State started time day count today. Tried to finish slopes, but to wet. Talked with Mr. Brown, and he agreed that time was probably started to soon.

4-19-72: Slopes finally dried out enough to finish. (Lost time about 6 or 7 days).

4-20-72: Started excavating "K" line. Sub-grade soft.

4-25-72: Finished on soft areas on "K" line. (Areas had to be opened up to dry, before covering with crushed rock. Lost time 2 to 3 days.

5-13-72: Inspector shut down grading, said it was to wet to work, "D" line.

5-13-72: Finished "D" line today. (Lost time 2 days).
Time lost from excessive moisture in sub-grade was [redacted].

The detailed Items 1 through 6, show a total time lost, due to extra work, plan changes, and unforeseen problems, of [redacted]. In as much as the time count is on a calendar day basis (7 days per week) and "collective bargaining agreements" both of State and Federal law prevents working Saturday or Sunday without very excessiveovertime charges, and that all Force Account and Extra Work is computed and worked on a straight time (40 hr, 5-day week) basis. Then surely is reasonable to multiply actual net days

lost, (at 5 days per week) 71, by 7/5, the amount of days per week we could work or a total of [illegible] days total time extension.

Your sincere appraisal and timely reply to this request would be deeply appreciated.

Very truly yours,

M.R. Holst Construction

M R Holst

M.R. Holst

MRH:bcs

7599 - STATE COPY

(COULTER) 5-9-73

OSMD ~~(Colorado)~~
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

Area Engr Lowe

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Jackson	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
5/9/73	G. S. Hughes, Highway Engineer Trainee		I-5-1(74)42
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6/23/72	9/28/72	a.97 b.163 %	a.65 days b.125 days
APPROVED EXTENSIONS	LOCATION		
7 days	South Gold Hill Interchange on Pacific Highway + 15 miles east of Grants Pass.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SENT
MAY 17 1973
REGIONAL OFFICE

SOUTH GOLD HILL INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, and Structures

The project provided for the construction of roadbed grading, aggregate base, asphalt concrete pavement and for raising and extending the existing undercrossing structure.

The project was completed on June 23, 1972 during which 204 calendar days were used to complete Section B of the contract. A 7 day time extension was granted for Section B leaving 72 calendar days liquidated damages to be assessed. Section A was completed within the contract time.

The final contract amount was approximately $290,000 which is approximately a 5.8% underrun.

NOTED
H.S.COULTER

Contract Item No. 4, Embankment in Place, underran by 28%. The original estimate was found to be in error.

Contract Item No. 9, 3/4-0" aggregate base, overran by 92%. The 3/4-0" aggregate base that was used on the freeway section was not in the original estimate.

5-18-73
ey Corwin Young

Contract Item No. 27, structure excavation, underran by 46%. An apparent error in the estimated quantity resulted in the underrun as the structure was constructed according to plan.

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
T. P. Love		G. L. Green	
TITLE	DATE	TITLE	DATE
Area Engineer	5-10-73	Division Engineer	5-16-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

I-5-1(74)42 5/9/73

The contractor was assessed a penalty of $224.66 for nonspecification gradation and/or asphalt content in the concrete mixture. This penalty is for the deviation in excess of the tolerance considered to indicate reasonably close conformity with specifications.

5

OREGON STATE HIGHWAY DIVISION

7599

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 30, 1973

TO G. L. Green, Division Engineer
~~Rodc Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. I-5-1(74)42

FROM L. H. Young
Office Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7599 Work Completed June 23, 1972

Project South Gold Hill Interchange

Highway Pacific

County Jackson

Acceptance: State Highway Commission September 28, 1972

Federal Highway Administration August 3, 1972.

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

VG:dgk

cc: V. E. Skoog

RECEIVED
NOV 24 1972
FOR FILING

FORM 8-30 (REV. 10-65)

7599

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 16, 1972

NOTED
A. E. JOHNSON

To: MEMO TO THE FILE

SUBJECT: South Gold Hill Interch.
Contract No. 7599

A meeting was held at 8:00 A.M. November 15, 1972 in the Region Office at the request of the contractor, M. R. Holst, on the above project. The purpose of the meeting was for the contractor and his subs to ask that additional days be granted over and above those previously given by the Highway Commission. Those in attendance representing the State were Bill Brown, Earl Purdy, Keith Martin, Hal Versteeg and J. X. Wilson. On Holst's side were subcontractors Henry Stack and Cecil Hughes.

Although new reasons for additional time consideration were presented, it was agreed the information was not well enough documented for us to make a recommendation at this time. Holst will organize the new information and submit it formally at a later date.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson
C. T. Keasey
Walter J. Hart
B. E. Brown
Keith Martin

RECEIVED
NOV 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

P. O. Box 368 Medford, Oregon Phone 773-4198

November 1, 1972
7599

cy-Comets 11-10-72

NOTED
A. E. JOHNSON

M. R. Holst
P. O. Box 692
Oakridge, Oregon 97463

Re: Time Extension
South Gold Hill Interchange
Section
Contract 7599

Dear Sir:

Please be advised that we would be glad to meet with you to discuss the rejection of your time extension. I would suggest that we hold this meeting in the Region Office in Roseburg. If this location is acceptable to you please advise a date that would be agreeable to you.

Very truly yours,

B. E. Brown
Resident Engineer

cc J. X. Wilson
Keith Martin

ROSEBURG REGION
RECEIVED
NOV - 2 1972
RE | RME | RCE | ROE | TE
RDE | DES | RSR | FILE | TA

RECEIVED
NOV 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1972

FORM B-26 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7599

Salem, Oregon
November 1, 1972

SUBJECT: Assignment 651-AEJ
South Gold Hill Interchange
Contract No. 7599
Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

651

FROM: John A. Bond
Construction Administration Engineer

ED
INSON

Apparently since writing his October 9 letter, Mr. Holst has more recently contacted Resident Engineer Bill Brown about the remaining liquidated damages.

Mr. Brown checked here and I advised him I was not aware of any meeting being arranged from here and, at any rate at this stage of the problem, I thought it better for the contractor to meet with the field people at least once. The way the matter now stands, Mr. Brown is arranging a meeting with Mr. Holst, probably at Roseburg with one of the Region Office people present also.

You may recall that a participating 7-day extension has been granted to Holst for extra work. This left 72 days at $100 per day. The Resident Engineer had recommended 9 days extension; the Region recommended only 1 day, so we have no sharp difference of viewpoint between here and the field to reconcile before confronting the contractor.

F. B. KLABOE
NOTED

RECEIVED
STATE HWY ENGR
NOV 3 '72
REFER TO
FOR
Info | ...ves | R/D | D/R | Sign | Act | File

F. B. KLABOE
NOTED

JAB:fw
Attach.

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP 82478-794

M. R. Holst, Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FBK
FOR

10-9-72

Tom Edwards
State Highwy Engineer.
Oregon State Highway Division
Salem, Oregon, 97310

Re: South Gold Hill Interchange
Pacific Highway
Contract No. 7599

Dear Sir:

In regards to your letter of October 5, 1972 concerning the time time extension at South Gold Hill Interchange, we do not feel our position and reasons have been throughly understood.

We would like to request a meeting with you to further discuss this problem.

Yours very truly,

M. R. Holst

M. R. Holst.

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
NOV 1 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
OCT 2 1972

FOR FILING

7599

October 30, 1972

Aetna Casualty and Surety Company
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $700 will be made to M. E. Holst Construction on Contract No. 7599 for work on the South Gold Hill Interchange Section of the Pacific Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $389,287.17 including the post-final payment. Of the total, $7,335.37 is for force account.

Very truly yours,

C. V. Hunt, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc M. E. Holst Construction
P. O. Box 698
Cabridge, Oregon 97413

Bond Insurance Agency
Lawrence & Hendo
149 12th Ave. W
Hagenn, Oregon 97401

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
James Versteeg

RECEIVED
OCT 6 = 1972
FORMS
7599

October 5, 1972

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On October 2, 1972, we wrote to you concerning release of final payment on Contract No. 7599 awarded to M. B. Holst Construction for work on the South Gold Hill Interchange Section of the Pacific Highway in Jackson County.

Final payment on this contract is $817.92 and the total contract amount is $268,827.17 including $7,355.37 for work performed under force account.

Very truly yours,

O. J. Hemi, Secretary
OREGON STATE HIGHWAY COMMISSION

jhm

cc M. B. Holst Construction
P. O. Box 692
Coleridge, Oregon 97463

Ward Ins. Agency
149 12th Avenue, E.
Eugene, Oregon 97401

C. T. Keaney
Walt Hart
V. E. Skoog Attn: W. L. Mosner
James Versteeg

RECEIVED
OCT 25 1972
FOR FILING
7599

M. R. Holst, Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

OCT 11 '72
REFER TO FBC
FOR

10-9-72

Tom Edwards
State Highwy Engineer.
Oregon State Highway Division
Salem, Oregon, 97310

Re: South Gold Hill Interchange
Pacific Highway
Contract No. 7599

Dear Sir:

In regards to your letter of October 5, 1972 concerning the time time extension at South Gold Hill Interchange, we do not feel our position and reasons have been throughly understood.

We would like to request a meeting with you to further discuss this problem.

Yours very truly,

M. R. Holst

M. R. Holst.

10-12-72
Johnson
TAA

RECEIVED
OCT 5 - 1972
FOR FILE

7599

October 5, 1972

M. R. Holst Construction Co.
P. O. Box 692
Oakridge, Oregon 97463

616

Gentlemen:

RE: South Gold Hill Interchange
Pacific Highway
Contract No. 7599

Your request for a time extension on the subject project has been considered. After thorough consideration of the reasons offered and a review of the project plans and specifications, an extension of 7 days is hereby approved.

This extension is for the added work covered by Extra Work Order No. 3 concerning signs and Price Agreement No. 2 which added fish passage baffles in a culvert. The other reasons are not believed to be valid for justifying further time extension.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
V. E. Skoog
J. H. Versteeg
Bill E. Brown
V. L. Gallagher

JAB:fw dps

RECEIVED
OCT 6 - 1972

OREGON STATE HIGHWAY DIVISION

7599

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7599**
South Gold Hill Interchange Section, I-5

M. R. Holst Construction Co. has requested a 79-day extension of the contract time on the subject section in Jackson County. The contractor cited nine reasons concerning alleged plans and traffic handling changes and added work. The time allowed expired November 25, 1971, but the project was not completed until June 24, 1972, with 79 days liquidated damages accrued at the rate of $100 per day after allowing for an ordered stop work period through the winter when no time was charged.

Only the work added by two change orders covering some signing changes and the addition of fish baffles in a culvert are believed to justify extension.

I have approved an extension of seven days which will delete $700 liquidated damages because of this added work. This was a Federal-aid Interstate project and the Federal Highway Administration has concurred in an extension in this amount. This leaves 72 days and $7,200 liquidated damages in effect.

This matter will be on the agenda for your concurrence at the October 31 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. A. Johnson
V. E. Skoog
L. H. Young
C. T. Keasey
J. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dps

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7599 Contractor M. R. Holst Construction

Highway Pacific

Section South Gold Hill Interchange

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension of 7 days for work added by two change orders covering some signing changes and the addition of fish baffles in a culvert.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7599
Project designation	I-5-1(74)42 (State-Federal)
Date awarded	July 1, 1971
Work started	8-4-71
Per cent completed	100% (Date)
No. of ~~Workdays~~ Allowed	(a) 65 (b) 125 Calendar Days
No. of ~~Workdays~~ Used	204 Calendar Days
No. of Added Workdays Requested	79

E—810 (Rev.)—3M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 2, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 204 days, within which to complete our Contract No. 1599, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to the letter requesting time extension

Respectfully submitted,

M.R. Holst Const.
Contractor

By M.R. Holst

CONSENT OF SURETY

Date AUGUST 7, 19 72

We, AETNA CASUALTY & SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
STANLEY P. DUYCK, Attorney-in-fact

(SEAL)

Stanley P. Duyck
STANLEY P. DUYCK, Resident

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 22, 1972

In reply refer to: 10-35-DB

FROM G. L. Green, Acting Division Engineer
Salem, Oregon

Contr. Dept. Commission Contractor

SUBJECT: Oregon I-5-1(74)42
South Gold Hill Interchange Section

I concur in the 7-day time extension for the subject project as recommended in your September 20, 1972 letter.

9-26-72

NOTED
A. E. JOHNSON

Routing

Kessey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
SEP 27 1972
CONSTRUCTION SECTION

RECEIVED
STATE HWY ENGR
SEP 25 '72
REFER TO
FOR
Info | Hwys | R/D | DIR | Sec'y | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

S

RECEIVED
OCT 2 - 1972

FOR FILE

OREGON STATE HIGHWAY DIVISION

7599

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 29, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7599. Work Completed June 21, 1972

Project South Gold Hill Interchange

Highway Pacific County Jackson

Type of Work Grading, Paving and Structure

Contractor H. R. Holst Constr.

Recommended Acceptance Date September 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:bb

cc: Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
SEP 27 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 22, 1972

In reply refer to: 10-35-DB

7572

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-1(74)42
South Gold Hill Interchange Section

I concur in the 7-day time extension for the subject project as recommended in your September 20, 1972 letter.

9-26-72

RECEIVED
STATE HWY ENGR
SEP 25 '72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

RECEIVED
SEP 20 1972
FOR FILING

7599

September 20, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Request for Time Extension
South Gold Hill Interchange Section
Oregon Project No. I-5-1(74)42

M. R. Holst Construction requests a 79-day time extension citing nine reasons. The reasons involve added work, alleged traffic convenience, wet weather and difficulty in extending existing culverts. A copy of the contractor's request is attached.

Bids were opened on this project (for the second time) June 24, 1971 with five bidders and an overall completion requirement of 125 days. When the time expired on November 25, 1971, the grading was 92 percent done but the overall project was only 55 percent done. The contractor was given the time benefit of a stop work order during which no time was counted from December 3, 1971 to April 10, 1972. The project was completed June 24, 1972 with 79 days' liquidated damages accrued at $100 per day.

We find some validity in Parts 4 and 6 of the contractor's request. We are also sympathetic on Part 5, but question whether it can be recognized separately. We therefore seek your concurrence in extension for the two days for Extra Work Order No. 3 (move and change signs) plus three days on Price Agreement No. 2 (added fish baffles). These five days should be then expanded by 7/5ths, making a seven-day extension, which would leave 72 days' liquidated damages in effect.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

Attachment
bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
J. H. Versteeg

JAB:fw: ajw

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1972

SUBJECT: South Gold Hill Interchange Section
Contract No. 7599
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

M. R. Holst Construction requests a 79-day time extension citing nine reasons. The reasons involve added work, alleged traffic convenience, wet weather and difficulty in extending existing culverts. Bids were opened on this project (for the second time) June 24, 1971 with five bidders and an overall completion requirement of 125 days. When the time expired November 25, 1971, the grading was 92 percent done, but the overall project was only 55 percent done. The contractor was given the benefit of a stop work order during which no time was counted from December 3, 1971 to April 10, 1972. The project was completed June 24, 1972 with 79 days liquidated damages accrued at $100 per day.

The field file is attached which goes into detail on the nine reasons. I would recommend a compromise extension in between the Resident and Region recommendations and would recommend the 2 days for Extra Work Order No. 3 (move and changing signs) plus 3 days on Price Agreement No. 2 (added fish baffles). This 5 days should then be expanded by 7/5ths making a 7-day extension. This would leave 72 days liquidated damages in effect. This was an Interstate project. A rough draft letter to the Federal Highway Administration is attached. We will await the response from the FHWA before preparing the letters to the contractor and the Highway Commission.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
SEP 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP 952478-734

M. R. Holst Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

July 24, 1972

Mr. B. E. Brown,
Resident Engineer.
Oregon State Highway Commission
P. O. Box 368,
Medford, Oregon 97507

Re: South Gold Hill Interchange
Contract 7599, Jackson County, Oregon

Dear Sir:
We would like to ask for a time extension of 79 days for the following reasons:

1. Please note that we did not use or close any part of the I 5 Freeway as was shown on the plans. This was a convenience to the traveling public at our expense in time. Extra days used 6.

2. The four arch plate culvert end extensions were rolled 6" oblong vertical. While the old culvert was crushed 2" to 3" making this a very difficult and time consuming job. 7. days.

3. The four end columns of the bridge had been poured with a hinge joint. This was not shown on the plans. We encountered difficulties and time loss on this. 14 days.

4. State Maintenance forces were to busy to remove and cover existing signs. This was done by our Company on change order. This took some time. 2 days.

5. On our approach work we were allowed to close traffic. This we did not do as it would have been inconvenient to the traveling public and local people. However, it did cause us some hardship and considerable time. 14 days.

6. Work on change order No. 2 had to be done to the satisfaction of the Fish Commission. 3 days.

7. Additional guard rail was added. This made it necessary to re-order material which we had to wait for. 7 days.

8. Work done on change order No. 4 repairing old bridge beams required a portable stageing which we built on a truck time for this job. 12 days
Shut Mar 15 – Mar 30

9. The above listed items were contributable factors to our time loss. The prime factor was the early and unseasonable heavy rains making it impossible to complete the grading in the fall. Please remember much effort was extended to move traffic over the bridge for the winter months. This was done and made the people of Gold Hill and surrounding areas pleased.

When our resume work order was issued in the Spring it rained. It did not dry out enough to work for three weeks. Records show we had 3/4 of 1972's rain average by May 1, 1972.. 21 days.

We feel we did a difficult job to the best of our ability with the least inconvenience to the public and had it not been for the reasons listed and mainly the unseasonable weather we could have completed the project in the specified amount of work days. Your consideration on this request will be appreciated.

Very Respectfully Yours,

M. R. Holst

M. R. Holst.

7599 STATE COPY

Monthly transaction number: 8-74	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Jackson
Modification number: 1	(PPM 21-7) 8-17-72	Project number: I-5-1(74)42 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 13, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 315,705	$ 322,958
Federal funds	$ 291,269	$ 297,960
Other revisions		

This modification is made for the following reasons:

Include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of August, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
Acting (Division Engineer)
for G. L. Green

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-aid
Project No. I-5-1(74)42 Safety

S. GOLD HILL INTERCHANGE SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, August 11, 1972

Revised Project Agreement Estimate.

Type Code X721
Structure No. 7601B (Sta. 164+60.24)

Subtotal on previous estimate of July 8, 1971			$287,005.00
Additional Approved Items			
PA#1 Additional Clearing & Grubbing	Lump Sum		400.00
PA#2 Install Baffles in Culvert	7 only	60.00	420.00
PA#4 Construct Type G-2MA Inlet	1 only	275.00	275.00
PA#5 Furnish & Place Riprap	112.2 cu.yd.	10.50	1,178.10
EW03 Temporary Signing	All Required		2,030.98
EW04 Repair Existing Damage to Structure	All Required		1,650.36
SF02 Permanent Striping	All Required		639.42
	Subtotal		$293,598.86
	10% Engr. & Cont.		29,359.14
	Total		$322,958.00

Length of Project - - - - 0.0 mile

Federal Funds -	$297,960.00
State Funds -	24,998.00
Total	$322,958.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7599

Prefix: 615-1046

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
7-15	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Jackson
PROJECT REPORT NO. 5	*(PPM 21-7)* 7-13-71	PROJECT NO. I-5-1(74)42

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Gold Hill (South) Interchange
(South Gold Hill Interchange)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-71	0.00
OTHER *(Specify)*		

FUNDS **Pro Rata 92.26%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 315,705.00	$291,269.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For **R. E. Simpson**

Date executed by Division Engineer **JUL 13 1971**

Oregon State Highway Division

Federal-Aid
Project No. I-5-1(74)42 Safety

S. GOLD HILL INTERCHANGE SECTION

PACIFIC HIGHWAY, JACKSON COUNTY

Salem, Oregon, July 8, 1971

Project Agreement Estimate.

Type Code X721
Structure #7601B (Sta. 164+60.24)

Temporary Protection and Direction of Traffic	All Required		$ 35,000.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		4,000.00
Embankment in Place	21,000 cu.yd.	1.50	31,500.00
Trench Excavation	380 cu.yd.	5.00	1,900.00
Finishing Roadbed and Slopes	All Required		3,000.00
Watering	400 M-gal.	5.00	2,000.00
Coarse Aggregate Base	9,300 ton	3.25	30,225.00
3/4" - 0 Aggregate Base	1,450 ton	5.10	7,395.00
Class B Asphalt Concrete Mixture	2,900 ton	7.30	21,170.00
Asphalt Cement in Mixture	180 ton	39.00	7,020.00
3/4" - 0 Aggregate in Prime Coat	80 cu.yd.	9.00	720.00
RC-250 Asphalt in Prime Coat	14 ton	90.00	1,260.00
Class "A" Concrete in Box Culverts	13 cu.yd.	200.00	2,600.00
Reinforcement in Box Culverts	1,700 lb.	0.30	510.00
Reinforced Concrete Bridge End Panels	120 sq.yd.	22.00	2,640.00
108-inch Structural Plate Pipe, 12 Gage	40 lin.ft.	110.00	4,400.00
156-inch Structural Plate Pipe, 12 Gage	40 lin.ft.	170.00	6,800.00
Guard Rail, Type 2A	4,400 lin.ft.	5.00	22,000.00
Guard Rail Anchors	20 only	150.00	3,000.00
Extra for Guard Rail Bridge Connection	4 only	200.00	800.00
Guide Posts	20 only	12.00	240.00
Guide Posts, Flexible	15 only	15.00	225.00
Salvage and Re-laying Pipe	90 lin.ft.	4.00	360 00
Roadside Seeding and Mulching	3 acre	600.00	1,800.00
Raise Existing Bridge	All Required		48,000.00
Structure Excavation	66 cu.yd.	20.00	1,320.00
Furnishing Steel Piling	400 lin.ft.	6.00	2,400.00
Drive Steel Piles	8 only	300.00	2,400.00
Splice Steel Piles	2 only	30.00	60.00

Class A Concrete (125 C.Y.)	All Required		$ 17,500.00
Surface Finish Existing Bridge	All Required		3,500.00
Reinforcement (34,100 Lb.)	All Required		6,800.00
Preparation of Slopes	250 sq.yd.	4.00	1,000.00
Concrete Slope Paving	250 sq.yd.	10.00	2,500.00
Berm Paving	40 sq.yd.	10.00	400.00
8-inch Culvert Pipe	240 lin.ft.	5.00	1,200.00
Membrane Waterproofing	560 sq.yd.	6.00	3,360.00
			$284,005.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
Erosion Control	All Required		1,000.00
			$ 3,000.00
	Subtotal		$287,005.00
	10% Engr. & Cont.		28,700.00
	Total		$315,705.00

Length of Project - - - 0.00 Mile

Retained in Program Status

Permanent Striping	All Required	$ 1,000.00
Temporary Signing	All Required	2,600.00
Repair Existing Damage to Structure	All Required	2,000.00
	Subtotal	$ 5,600.00
	10% Engr. & Cont.	560.00
	Total	$ 6,160.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Construction	$315,705.00	$291,269.00	$24,436.00
Retained in Program	6,160.00	5,683.00	477.00
	$321,865.00	$296,952.00	$24,913.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7599

Prefix: 615-1046

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AUG 10 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7599

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 8, 1972

TO G. L. Green, Acting Division Engineer
[redacted]
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. I-5-1(74)42

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7599 State Force Order No. 3

Project South Gold Hill Interchange

Highway Pacific

County Jackson

The contractor during his grading operations removed three existing traffic control signs. These signs must now be reinstalled and the contractor can not locate them. The contractor refuses to acknowledge any responsibility for the lost signs or for damage to one destination sign which was damaged by him. This order covers the cost to repair the damaged sign and for furnishing and installing three traffic control signs.

The estimated cost of this order is $125.00.

The Federal Highway Administration Area Engineer has concurred that a credit is not due to the project for these lost signs.

Your concurrence on a non-participating basis of this work is requested.

Attachments

BMW:hls

RECEIVED
AUG 8 - 1972
FOR FILING
7599

August 4, 1972

TO C. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-1(74)42

FROM George H. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7599 Extra Work Order No. 3 Supplemental No. 1

Project South Gold Hill Interchange

Highway Pacific

County Jackson

The supplemental order covers additional temporary signing and reinstallation of permanent signs. This work was an anticipated item in the contract. The additional funds are necessary to complete the reinstallation of permanent signs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 13, 1972. The original order was approved effective August 23, 1971.

Your approval retroactive to August 23, 1971 is requested.

Attachments

JK:js

7599

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: So. Gold Hill Interchange		WEEK ENDING: June 24, 1972
		SECTION PREFIX: 615-1046
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: South Gold Hill Interchange	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: M. R. Holst Construction	CONTRACT NUMBER: 7599	FEDERAL AID PROJECT NUMBER: I-5-1(75)42
DATE OF CONTRACT: July 1, 1971	DATE WORK STARTED: August 4, 1971	ESTIMATED COMPLETION DATE: June 23, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS (a)65 (b)125	WORK DAYS USED / CALENDAR DAYS USED (a) 63 (b) 204
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED (a) 97 (b) 163
PROJECT AUTHORIZATION: $ 332,106.67	ENGINEERING AUTHORIZATION $ 26,334.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 305,772.22	ENGINEERING COST TO DATE $ 28,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 302,895.23		DATE PROJECT WAS COMPLETED: June 23, 1972
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.9 %	PERCENT OF AUTHORIZATION 110 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21,000	10,380			2,900
TOTAL QUANTITIES CORRECTED TO DATE	19,500	10,921			3,276
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,500	10,921			3,276
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7601 B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Partly Cloudy			
SATURDAY	" "			

Routing
Keasey K Pease E
Bond
Walker
Johnsen
Glenn
Litchfield
Berg

RECEIVED
JUN 26 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	1 man painting guard rail.
TUESDAY	Augered holes for and set sign posts at intersection on EWO #3. 1 man painting guard rail.
WEDNESDAY	Setting signs posts and erecting signs on EWO #3.
THURSDAY	Contractor working on EWO #3.
FRIDAY	Contractor working on EWO #3
SATURDAY	

REMARKS

Contractor completed installation of guard rail on Friday. This was the final item for completion of this project.

Semi-final estimate will be submitted approximately August 1st.

SIGNED B E Brown LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 2 1972

STATE COPY

FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

7599

TO

Glen L. Green, Acting
xxxxxxxxxxxx
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE June 27, 1972

Federal-aid Project
No. I-5-1(74)42

FROM

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT

Request: Contract Work Completed

Contract 7599 Work Completed June 23, 1972

Project South Gold Hill Interchange

Highway Pacific

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-3-72

Conditions not acceptable:

None

G. K. Hammer
for Glen L. Green
Acting Division Engineer

VG:dgk

cc: Tom Edwards
L. H. Young

8-17-72

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-1(74)42

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7599

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: February 14, 1972

In reply refer to: 1G-35-DB

SUBJECT: Oregon Project FAP-I-5-1(74)42
South Gold Hill Interchange Section
State Force Order No. 2
Total Estimated Amount of the Order - $639.42
Federal Participation - $575.48

NOTED
F. B. KLABOE

Reference is made to Mr. Young's letter of February 8, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $639.42 with Federal participation of $575.48

2-18-72

Enclosure
State Force Order No. 2

RECEIVED
FEB 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
DEC 21 1971
FOR FILING

I-5-1(74)42
7599

December 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

450

Dear Sir:

Re: South Gold Hill Interchange
Contract No. 7599
Oregon I-5-1(74)42
Your File 08-35-DB3

Your construction inspection report on the above-named project indicates a need for a review of documentation for lump sum items.

The Resident Bridge Engineer on this project is relatively new, as are some others throughout the State. Changes in work assignments before the next construction season will add to the list of inexperienced Resident Engineers.

We will take advantage of the winter Resident Engineers' meetings in January and February to update our record-keeping and source documentation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant

AAR:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 2, 1971

In reply refer to: 08-35-DB3

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-1(74)42
South Gold Hill Interchange
Pacific Highway
Project Stage Inspection

Attached is a stage inspection on the subject project. This inspection covered the administration and field control of the structure work on the project.

The overall administration and control of the project work is considered Satisfactory. It is recommended, however, that a review of instructions for maintaining source documentation be considered. There appeared to be some misunderstanding on the type and amount of documentation required.

Enclosure

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DEC 7 1971
BRIDGE DIVISION

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DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

STATE COPY

FORM PR-33B (REV. 3-68) cc: OSHD (Johnson) Region Umph DC Crean

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
8	4	Jackson	Oregon

Date of Inspection	Inspection Made By	Project No.
11-11-71	P. V. Riedl, Area Engr	I-5-1(74)42

In Company With: Keith Martin, Br Engr, Bill Brown, Res Engr

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	(a) 97 % (b) 69 %	39 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken. COPY SENT

*(*Not applicable for all Contracts.)*

DEC 03 1971

REGIONAL OFFICE

SOUTH GOLD HILL, INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, and Structures

This is a phase inspection on the administration and field control of the structure work on the project. The work completed to date is as follows:

Clearing and grubbing	85% complete
Grading	90%
Structure	58%
Drainage	95%
Base	1%
Material produced	complete

The work in progress during this inspection consisted of a dozer shaping the slopes and the bridge crew forming and laying steel for the impact panel beams and end panel.

The work being performed is considered as satisfactory.

The project is set up covering two completion dates (a) The paving work is to be completed within 65 calendar days and (b) All work is to be completed within 125 calendar days. The contractor has completed the work under "(a)" but is considerably behind on the completion of the structure and grading items. It does not appear that the work can be completed within the remaining allotted time.

FINDINGS:

The mix design was checked and found satisfactory. The material for the 6.3 sack mix is being obtained from Copeland's Gravel Bar located on the Rogue River approximately 6 miles below Grants Pass. Material from the source and design criteria is being utilized on both the State's secondary highway from Merlin, Oregon to the Jumpoff Joe Creek-Lowne Creek Interchange on Interstate 5 and this project. Test results are being furnished

RECEIVED
DEC 7 1971
BRIDGE DIVISION

(more)

REPLACES PR 33A 3-68, WHICH MAY BE USED.

to this project's field office. Davidsons Ready Mix in Grants Pass is furnishing the concrete to the jobsite. The field notes and controls are considered as satisfactory. A review of the test results of the aggregates show they meet the required specifications.

An inspector is assigned to the batch plant for each pour and he maintains a record and diary of this operation. The quantities are recorded on State Form E 4698-70 (Field Inspection Report). However, no field book as such is maintained for the Lump Sum Item No. 31 for Class A Concrete. The total amount of concrete poured for each day is listed on the above reporting form and totaled and entered as a percent of the total amount for each estimate period. Diary entries are made however and do show the work accomplished for each day.

To date 39 cubic yards of concrete has been poured and one set of cylinders for the beams have been taken. They are scheduled for break today 11-11-71.

The reinforcing steel has been covered with a materials certificate and is considered as satisfactory.

No cement test has been taken as yet for the project.

RECOMMENDATIONS:

The overall control of the project is considered as satisfactory and the records are being satisfactorily maintained. I would recommend that the source documentation for lump sum items be reviewed in order to ensure that adequate coverage has been considered.

RECEIVED
DEC 7 1971
BRIDGE DIVISION

I - 5-1(74)42

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-206 (Rev. 11-70)

STATE COPY G-1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-22-71
Contingent upon modification of project agreement if additional funds are required.
BY R. K. H.
TITLE Dist. Engineer
DATE Oct. 4, 1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name South Gold Hill Interchange Date September 15, 1971

Highway Pacific Contract No. 7599

County Jackson Prefix 615-1046

Contractor M. R. Holst Construction F. A. Project No. I-5-1(74)42

Address P.O. Box 692, Oakridge, Oregon 97463 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Concrete Bridge Beams on Bridge No. 7601 at South Gold Hill Interchange.

Location by station numbers: "L" 164+60

Estimate of quantities and cost:

Labor	$ 1,000.00
Equipment	400.00
Materials	600.00
Total	$ 2,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Bridge Beams have been hit by traffic causing damage to concrete.

This work has not started

Funds provided for in contract authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 332,106.67
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 332,106.67
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: B. Brown
Resident Engineer

Approval Recommended: H. A. Ford
For: Construction Engineer or Bridge Engineer

Approved: [illegible]

10/5/71

7599

I-5

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member

JOHN W. McKEAN
State Game Director

September 10, 1971

1 ##
Hall
A. Olson
Willis
Hackleman
Carstensen
Key
Telpin

RECEIVED
SEP 13 1971
DESIGN SECTION

Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Copy to Const 9-13-71 DFF
9-13-71 John Bond, Const., requested detail of baffles used on other projects. Will supply T.

Dear Sir:

Our attention has been called to the culvert extensions planned for Kane Creek at the South Gold Hill Interchange. For some unknown reason we were not aware of this proposal earlier. We hope that passage of summer steelhead can be maintained in this situation.

The extension to a length of over 150 feet and at the 2 percent gradient will probably block fish at most flows during their migratory period. Recent research on the Rogue steelhead has revealed the extreme importance of a number of such streams as Kane Creek. Work in the past year has shown Kane Creek to be the second most used spawning stream in the Rogue system for this species.

We request that baffles be installed to provide adequate passage for the altered culvert. We have attached a rough sketch showing a simple baffle arrangement which should do the job. Also attached is a flow graph for Kane Creek for the past year. Steelhead would normally ascend the stream from early December until April.

We understand that the channel above the culvert will be changed. This 150-foot long area provides spawning area for up to 75 steelhead at present. Any rechanneling should provide bottom material and gradient similar to that existing.

It is unfortunate that these comments could not have been made earlier. We trust that these changes can be included to preserve the runs of these important fish.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

Encls

ROK:js

cc: Dir. FCO
Coord. Unit

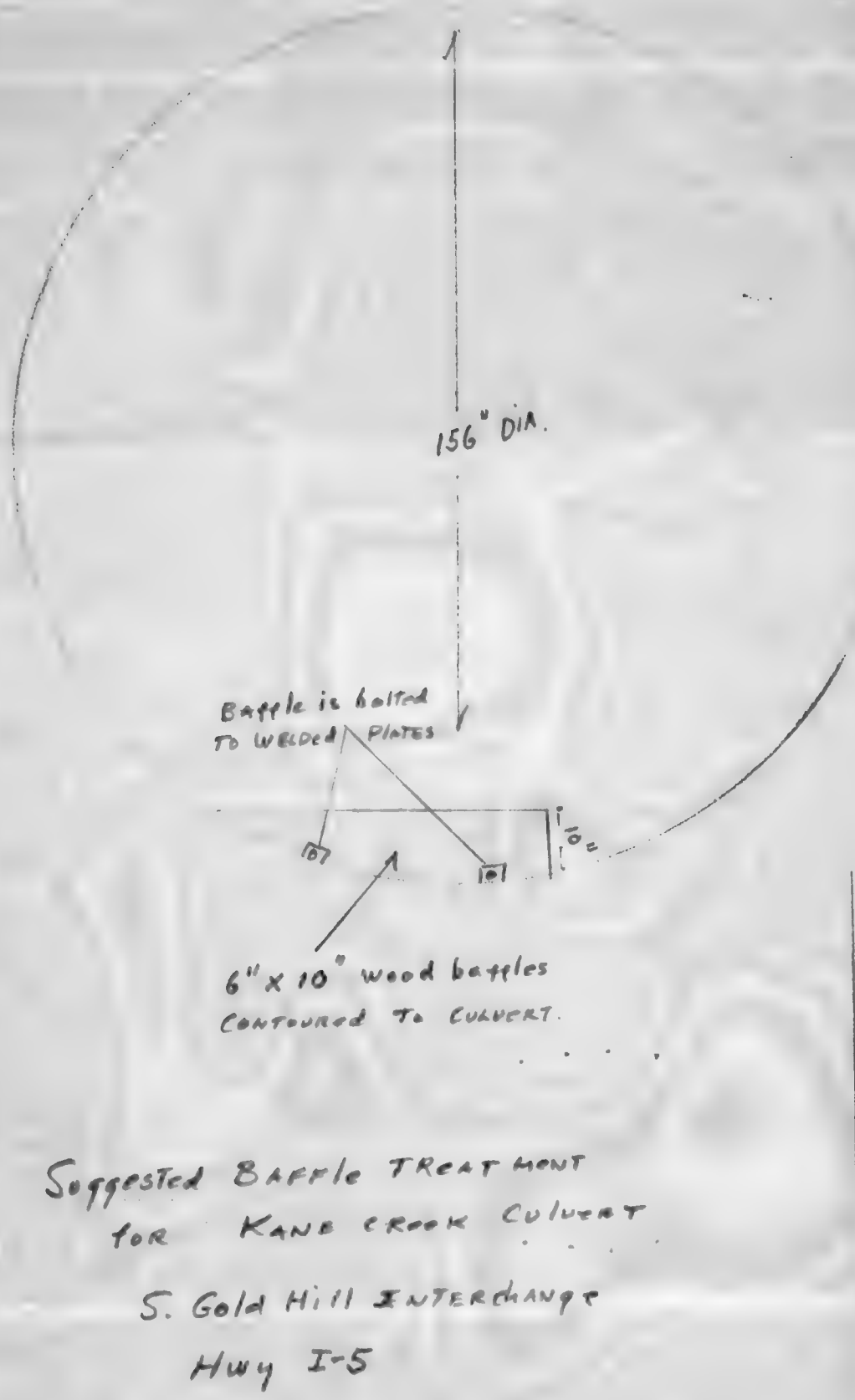
Hall
A. Olson
Wills
Hackleman
Carstensen
Keyr
Terpstra

RECEIVED
SEP 13 1971
DESIGN SECTION

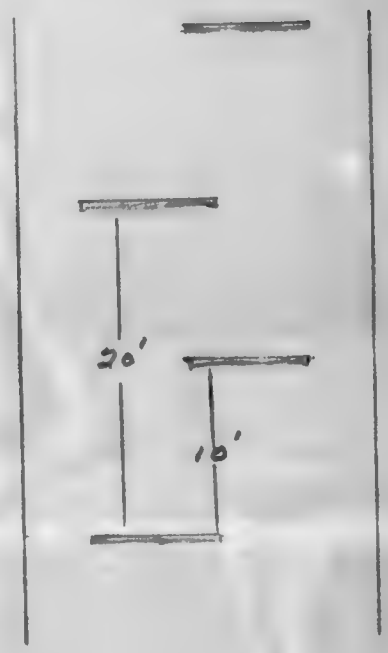
Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

RECEIVE
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER



NOT TO SCALE



Suggested Baffle TREATMENT
for KANE CREEK CULVERT

5. Gold Hill INTERCHANGE
Hwy I-5

OSGC
Sept. 1971

DATE	
12/28/70	(6.2)
1/4/71	(12.8)
1/11	(6.1)
1/18	
1/19	
1/25	(24.1)
2/2	(8.4)
2/8	(8.16)
× 2/9	
2/16	(10.9)
2/22	(10.28)
3/1	(10.08)
3/8	(9.31)
4/15	(9.9)
4/17	(9.9)
4/22	(9.9)
5/7	(11.8)
5/11	(5.0)
5/20	(2.8)
5/29	(1.6)
6/2	(1.7)
6/10	(1.2)
6/16	(0.9)
6/24	(0.7)
7/1	(0.6)
7/7	(0.5)
7/15	(0.4)
7/22	(0.3)
7/28	(0.2)
8/4	TRAP FLUME NOT SPILLING

(128.0)

(68.0)

KANE CREEK

Data Reduction on Kane Creek Stream

Form E-306 (Rev. 11-70)

I-5-1(74)42
-1599

STATE COPY G-1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-23-71
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hosmer
TITLE Dist. Engineer
DATE 9-10-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name South Gold Hill Interchange — Date August 25, 1971
Highway Pacific — Contract No. 7599
County Jackson — Prefix 615-1046
Contractor M. R. Holst Construction — F. A. Project No. I-5-1(74)42
Address P. O. Box 692; Oakridge, Oregon 97463 — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary control of directional signing and reinstallation of permanent Signing.

Construction 9-15-71

Location by station numbers:

Throughout project.

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	-	$1,500.00
Equipment	-	300.00
Material	-	200.00
Total		$2,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work originally set up to be performed by State Forces and then changed to "Extra Work". Funds included in project authorization. This work started on August 24, ~~19~~ 1971. Prior approval obtained from Region Office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$332,106.67
Present estimate of project cost, including $2,000.00 for work under this order	$332,106.67
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: B. E. Brown
Resident Engineer

Approval Recommended: [illegible]
For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: [illegible]

Approved [illegible]
Construction Engineer.

RECEIVED
JUL 22 1971
FOR FILING

I-5-1(74)42

7599

July 21, 1971

M. E. Bolet Construction
P. O. Box 668
Cambridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7599 for work on the South Gold Hill Interchange Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Ward Insurance Agency
Insurance and Bonds
149 12th Avenue, West
Eugene, Oregon 97401

bc F. D. Morgan
L. D. Merchant
C. T. Keasey
B. E. Brown

RECEIVED
JUL 13 1971
FOR FILING

I-5-1(74)42

7599

July 13, 1971

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

Enclosed are three copies of Contract No. 7599 for $284,003 awarded to you by the State Highway Commission on July 1, 1971, for work on the South Gold Hill Interchange Section of the Pacific Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin July 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Marchant
C. T. Keasey
R. E. Brown

FHWA-PR-1240 (Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

JUN 16 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-1(74)42

STATE PROJECT NO.
SOUTH GOLD HILL
INTERCHANGE SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

6-11-71

PROGRAM NO.

ITEM NO.
1-634

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:
I-5-1(74)42
7599

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

yours wilcox.
6-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 6, 1971	JUNE 2, 1971	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE 1

LIMITS OF AUTHORITY

OUR PS&E AUTHORIZATION OF JANUARY 6, 1971 FOR CONTRACTOR'S FLAGGING IS INCREASED $500.00 TO A TOTAL OF $2,000.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING INCREASED $500.00 (TOTAL $2,000.00)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

ORIGINAL PS&E DOCUMENTS FOR THE SUBJECT PROJECT WERE APPROVED AND AUTHORIZATION TO ADVERTIZE WAS GRANTED ON JANUARY 6, 1971. ALL BIDS RECEIVED ON JANUARY 28, 1971 WERE REJECTED AS BEING EXCESSIVE. REVISED PS&E DOCUMENTS HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

TOM EDWARDS

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-71	A. H. Green	FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-1(72)45
7599

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : E. E. Simpson, Division Engineer
Salem, Oregon

DATE: June 9, 1971

In reply refer to: 08-35-DB/734.42
X I-5-1(1)

SUBJECT: 1972 Interstate Estimate Proposal to Raise the Grade Above Flood Elevation Near Gold Hill

The proposal to raise the grade from Rock Point to the Blackwell Hill Section has been submitted for approval a number of times since 1960. Each time this area was not considered as critical and we could not find enough justification to support the cost of raising the grade.

This section is presently under construction in which safety features and a 3-inch overlay are being placed. This work is under the Rock Point-Seven Oaks Section I-5-1(72)36.

Another factor to consider in this proposal is the construction of a dam upstream which should assist in alleviating the flooding in this area.

Considering these factors we cannot justify your proposal to raise the grade on this section.

Young
copy to Hall
6-11-71

6-14-71
Young
forget it
7

RECEIVED
JUN 11 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Rowland
6/11/71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
MAY 24 1971
FOR FILING

I-5-1(14)4
7599

May 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate, Proposal to Raise Grade Above Flood Elevation Near Gold Hill

The northbound lanes adjacent to the Rogue River near Gold Hill were flooded by about five feet of water in 1964. There is no reason to believe that this cannot happen again.

We are asking for your consideration and approval to include in the 1972 Interstate Estimate the cost to raise 3,950 feet of the northbound lanes to the same elevation as the southbound lanes. The southbound lanes were above the 1964 high-water level.

The northbound lanes in this area were constructed in 1952 on State Highway Division Contract No. 3771, BPR Project BFI-131(14), later converted to I-5-1(1)40. In 1961, the southbound lanes in this area were constructed on Oregon State Highway Division Contract No. 5961, BPR Project I-5-1(33)36; however, no work was included on the northbound lanes.

The estimated cost to make this proposed grade revision is $284,000. This includes adjustments to the drainage, guardrail, median barrier, required earthwork, and surfacing.

It is requested that you approve this work for the 1972 Interstate Estimate.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
A. E. Johnson
L. H. Young
F. L. Hall

JAR:ia srb

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Gold Hill Grade Revision

Based on 1972 Proposed Estimate Prices

5-12-71

	ITEM		Unit	Net Quantities	Allow.	Total Quantities	Unit Price	Total Cost
1	Roadway Exc.		Cu.Yd.	151	89	540	5.61	2,717
2	Embk. in Place		Cu.Yd.	12,000	2,400	15,600	0.87	13,572
3	Finishing Roadway & Shoulders		Mile	0.75	--	.76	6,343.49	4,821
4	18-in	Storm Pipe	Lin Ft	360	70	430	6.68	2,872
5	18-in	Culvert Pipe	Lin Ft	566	114	680	5.97	4,060
6	6-in	Perforated Drain Pipe	Lin Ft	40	10	50	1.53	79
7	8-in	Perf. Metal Drain Pipe, Underdrain	Lin Ft	55	15	70	2.05	144
8	18-in	Culvert End Sections	Each	5	2	10	146.00	1,460
9	Special	Backfill at Drains	Cu.Yd.	9	1	10	5.76	55
10	Extra for Pipe Under Pavement		Lin Ft	270	70	340	23.84	54,690
11	Sprinkling		M-Gal	65	15	80	2.59	203
12	Curb Removal		Lin Ft	700	190	890	1.07	899
13	Reconstruct Catch Inlets		Each	24	6	30	49.65	1,490
14	Remove "C" Conc Curbs		Lin Ft	3,375	675	4,050	1.07	4,334
15	Asphalt Mixture		Ton	5,627	573	6,200	4.89	30,318
16	Asphalt in Mixture		Ton	366	34	400	33.66	13,464
17	Plant Mix Bit. Base		Ton	3,945	395	4,340	4.30	18,662
18	Asphalt in Bit. Base		Ton	217	23	240	37.80	9,072
19	Plant Mix Stone Base		Ton	21,034	2,106	23,140	2.31	53,453
20	3/4"-0 Material in Base		Ton	307	33	340	1.77	602
21	Median Barrier		Lin Ft	4,575	915	5490	5.10	27,999
22	Type III Barricade		Lin Ft	1,000	200	1,200	5.79	6,948
23	Flagging							2,500
24	2 - 24 hr. Flagging Persons							1,800
25								256,417
26					Engr. & Cont.	20%		47,283
27								$ 283,700

FEB 5 - 1971
FOR FILING

I-5-1(74)42
7579

February 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Concurrence is requested in rejecting the bid received January 25, 1971 for the S. Gold Hill Interchange Section, Project No. I-5-1(74)42.

We received one bid on this project from Peter Kiewit Sons' Co. in the amount of $294,010.00, which is 25.3% above our engineer's estimate of $234,487.00. We are rejecting the bid because it is considered too high for the Highway Commission to accept.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's Endorsement

Date_____
I concur in the rejection.

R. E. Simpson
Division Engineer

DAR:bb

ENGR. ☐ BUSN. ☐ OE ☐ RE ☐ UE ☐
RPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
DEC 17 1970

I-5-1(1-1)42
7599

bc: F.B. Klaboe
Frank Hall
F.D. Morgan
C.T. Keasey

December 16, 1970

Board of County Commissioners
Jackson County Courthouse
Medford, Oregon 97501

Attn: Mr. R. J. Carstensen, Director
Department of Public Works

Gentlemen:

The State proposes to open bids for reconstruction of the S. Gold Hill Interchange Section of the Pacific Highway (I-5) on January 28, 1971. The contemplated work includes raising of the existing separation structure within the interchange complex.

In order to accomplish the grade adjustment of the existing separation structure in the most economical manner, State requests concurrence of County in the temporary closure to through traffic of the Sam's Valley Highway within the interchange complex. The on and off ramps, although under construction, will remain open at all times. All necessary signing shall be furnished, installed, maintained, and removed by State, and the Oregon State Highway Division will provide ample notification through the news media, and other means, to the residents living in the general area affected by the road closure well in advance of said closure giving details as to time of closure, duration, and recommended alternate routes.

Highway Division representatives will consult with officials of the Jackson County Department of Public Works to determine by mutual agreement the alternate routes to be used, the type, extent, and location of the temporary detour signing, and the probable duration of the temporary closure.

The proposed temporary closure is approximately as shown by means of red lines on the attached Exhibit A.

If the above proposal is acceptable to the Board of County Commissioners, please execute three copies of this

NOTED
F. B. KLABOE

ENGR. GOVR. UE AE DE
UPE CE RE RPE

letter in the spaces provided below and return the three signed copies to this office for distribution.

Your interest and cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:ljt

Jackson County, by and through its
Board of Commissioners

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 12-20

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-8-70

BY (Signature): MR. YOUNG'S DECEMBER 1, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 634 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
634	I-5-1(74)42	0.0	170,000	156,700	SOUTH GOLD HILL INTERCHANGE	RAISE UNDERCROSSING STRUCTURE AND APPROACHES

Young 12-14-70

12-8-70

RECEIVED
DEC 15 1970

I-5-1(74)42
1597

NOTED
F. B. KLAUSE

REMARKS (Division)

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 12-8-70
SIGNATURE AND TITLE: R.E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section S. Gold Hill Interchange Highway Pacific County Jackson Prefix

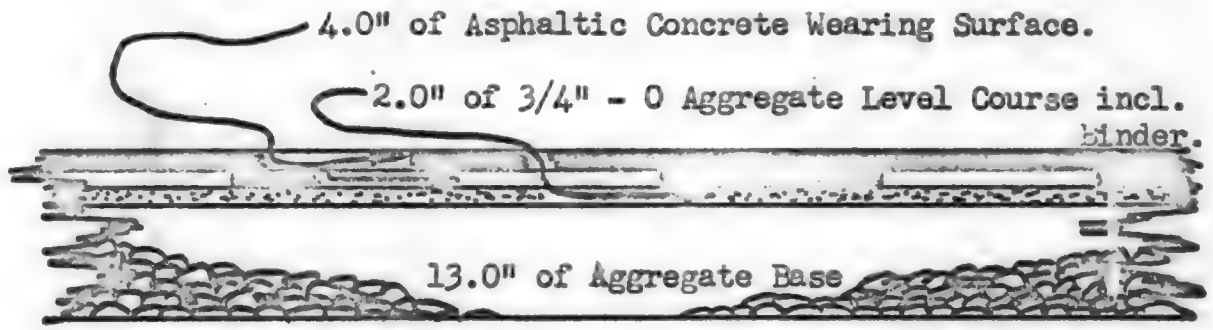
Res. Engr. Approx. Length Miles. M.P. Sta. 277.85 to Sta. Date 12-3-70

Mean
Truck A.D.T. 129 Traffic Coefficient 7.1 18 kip s.a. per day 17.7.

Annual Precipitation 34" ± Grants Pass / 19" ± Medford Frost Penetration - - - -.

(1)
Typical Soil
28 LL
8 PI
81 %P 10
61 %P200
19 %Gravel
7 %C Sand
13 %F Sand
43 %Silt
18 %Clay
9 "R" Value

INTERCHANGE LEGS
& SAMS VALLEY HIGHWAY


4.0" of Asphaltic Concrete Wearing Surface.
2.0" of 3/4" - 0 Aggregate Level Course incl. binder.
13.0" of Aggregate Base
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	2.0	2.0	A.L.
	13.0	13.0	A.B.
23.0	23.0	19.0	

AASHO CLASSIFICATION:

A-4

MATERIAL SOURCES:

See Page 2

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by E. J. Jagg
for Staff Assistant

Recommended by M. C. Lindley
Engineer of Materials

Recommended by Edgar L. Johnson
for Construction Engineer

Approved by A. E. Johnson
Asst. State Highway Engineer

SECTION: S. Gold Hill Interchange

HIGHWAY: Pacific

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
"D" Line					
4.8 - 6.0	3.5"	2.0"	8.5"	17.5"	14.0"
"W" Line					
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Note:

The quantities of aggregate, approximately 10,000 tons (information from the Designer), are such that use of commercial sources is anticipated.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. Gold Hill Interchange

HIGHWAY: Pacific

COUNTY: Jackson

1900 Present ADT (19 71)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	80	1.7	136	108	450	48,600
3	11	1.7	19	15	1000	15,000
4	2	1.7	3	3	1250	3,750
5	2	1.7	3	3	3180	9,540
6	0	—	—	—	2570	- - - -
				129	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 76,890

TWENTY YEAR EWL 1,537,800

TRAFFIC COEFFICIENT 7.1

SECTION: S. Gold Hill Interchange

HIGHWAY: Pacific

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

.See attached sheet for cost comparison.

S. Gold Hill Interchange
Pacific Highway
Jackson County

Unit prices, based on commercial sources, were provided by C. E. Layton, Cost Estimator, and are shown below:

Class "B" Asphaltic Concrete	$10.35 per ton
Plant Mix Bituminous Base	10.00 " "
Cement Treated Base	5.32 " "
Aggregate Level	5.50 per cu. yd.
*Aggregate Base	5.25 per cu. yd.
**Aggregate Base	5.50 per cu. yd.

Three sections of comparable strength were considered in the following per square yard cost comparison:

4.0" A.C.	4.0" A.C.	4.0" A.C.
2.0" A.L.	6.0" C.T.B.	6.0" P.M.B.B.
*13.0" A.B.	**4.0" A.B.	**4.0" A.B.
$4.55	$5.05	$6.37

The aggregate base section has been selected as it is the least costly.

RECEIVED
DEC 4 - 1970
FOR FILING
I-5-1(74)42
7599

December 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Interstate "Safety" project, Item No. 634, Project No. I-5-1(74)42, "S. Gold Hill Interchange", which we desire to have included in the Federal-Aid Interstate Highway Program.

This project qualifies as a special case Safety Improvement as approved by Federal Highway Administration on October 16, 1970.

This project is exempt from State Clearinghouse review under working agreement of April 28, 1970.

District #8 "Rogue Valley Council of Governments" Clearinghouse approval was received November 27, 1970. A copy of said approval is attached.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Encl.

LEY:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

12-1-70

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	I-5 Gold Hill (South) Interchange		ADT	PRESENT (66)	11,200	FUTURE (70)	20,800	YEAR (71)	9							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 29–62	Revise U'xing Structure	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)		PL. AUT (74)		COUNTY NAME	J	
CARD 4	CLASS OF FEDERAL FUNDS	Interstate															ROUTE NO.	I	FEDERAL-A I-5
	NAME OF URBAN AREA 17-21																		

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)
1							I-5 Gold Hill (South) Interchange			
5					PE					
5					ROW		(South Gold Hill [Kane Creek] Interchange)			
5					CONST (CODE) Safety (X-721)			0.0	170,000	156,700
							PROJECT TOTALS	0.0	170,000	156,700

(18) (23)–(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	11,200	20,800	90	08	Oregon	35	042	634

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only POST MI.	DESIG.
					I-	5-1	(74)	42	

COUNTY NAME: Jackson — CODE: 029

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
				Raise and lengthen U'xing Str., grade and pave roadway approaches (to provide a 17' vertical clearance over I-5 roadway). (Length 188', H.C. 26')
				ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
.0 170,000	156,700	13,300		
.0 170,000	156,700	13,300		

REMARKS

Additional Data: Item B-34, Project No. [Old BFI-131(14)] New I-5-1(1)40, also Item 610, Project I-5-1(72)36

over

USCOMM DUSCOMM-DC 48905-P61

SOUTH GOLD HILL INTERCHANGE

PROJECT I-5-1(74)42

Project Data

The work under this project consists of raising existing U'xing to provide 17' vertical clearance over the additional pavement structure being placed on I-5 under Project I-5-1(72)36, construct a 25' approach span at each end of the existing structure to provide for slope extension (total structure length 188') and necessary grading and paving to adjust roadway approaches to accommodate the revised U'xing.

Public Hearing

Not required under paragraph 6c of PPM 20-8.

Design Approval

FHWA letter of October 16, 1970.

State Clearinghouse

Exempt from notification and review by working agreement dated April 28, 1970.

District 8 "Rogue Valley Council of Governments" Clearinghouse

Approval received November 27, 1970.

RECEIVED
NOV 2 - 1970
FOR FILING

I-5-1(74)42
7579

- Phone 378-6569

November 2, 1970

Rogue Valley Council of Governments
Jackson County Courthouse
Medford, Oregon 97501

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Interstate — So. Gold Hill Intchge. Sec., Pacific Highway
Jackson County

This project is exempt from State clearinghouse review under the State clearinghouse working agreement.

The estimated date of filing for federal-aid funds on this project is December 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Mechring
H. S. Cox
R. L. Gifford
R. N. Chase
R. L. Lemmert
C. T. Keasey

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: So. Gold Hill Intchge. Sec.,
Pacific Highway
Jackson County

November 2 19 70

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Eight (8) City Gold Hill

County Jackson Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

4. Estimated Project Cost

Federal Share $ 165,000

Loan ..... Grant X

Local Applicant Share (--)

(if any) $ --

State Agency Share $ 15,000

Other (Specify) $ --

Total $ 180,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

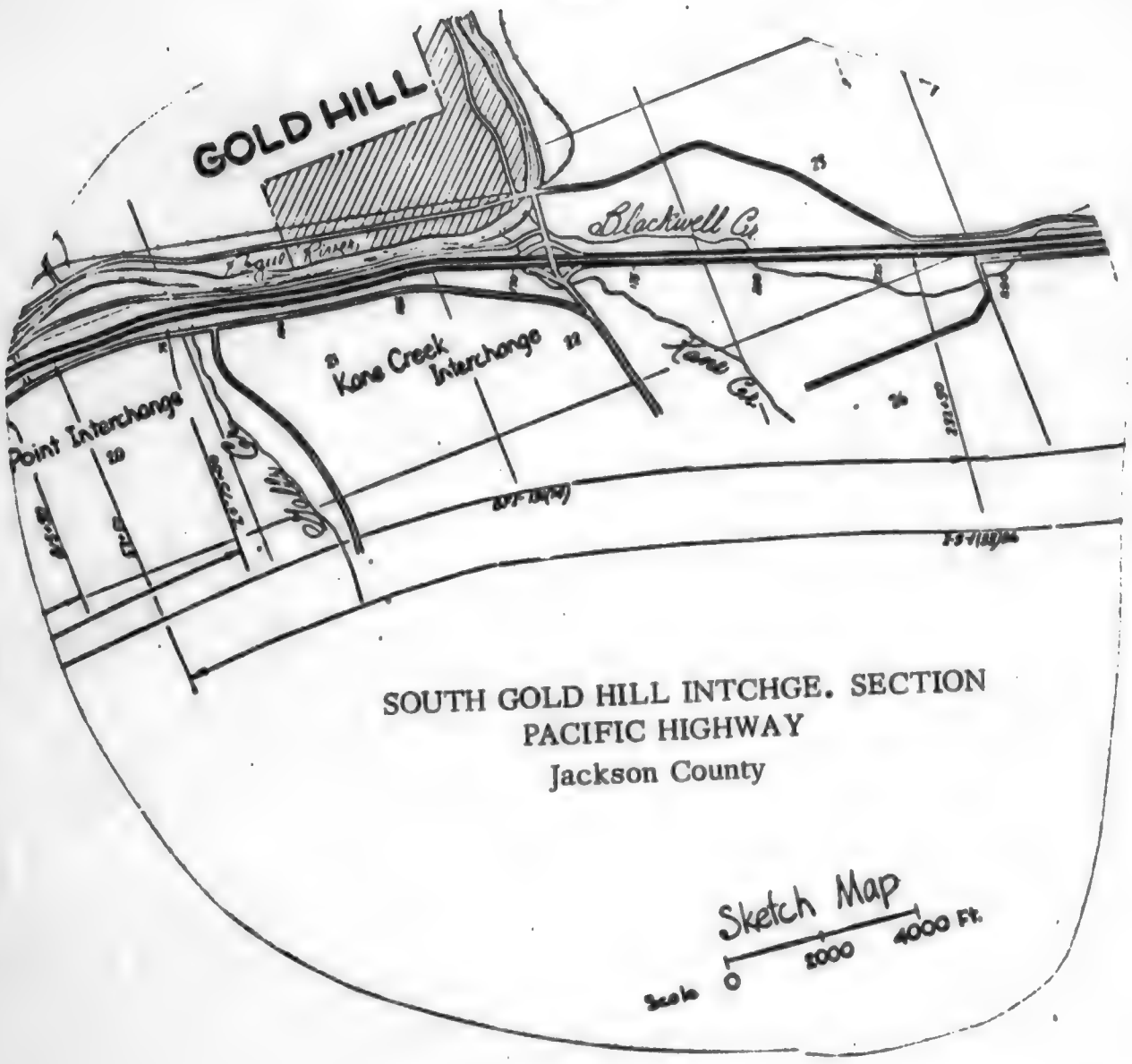
Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....



SOUTH GOLD HILL INTCHGE. SECTION
PACIFIC HIGHWAY
Jackson County

Sketch Map
Scale 0 2000 4000 Ft.

7594

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 16, 1970

In reply refer to:08-35-EC

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(72)36, South Gold Hill Interchange (Kane Creek)
Rock Point - Seven Oakes Section

Mr. Edwards' request of June 4 for the raising of the South Gold Hill interchange structure and approaches is approved.

We have determined that this is a special case safety improvement similar to the Creswell overcrossing improvement previously approved by Mr. Turner. Since the original structure at this site was constructed with other than FAI financing, the safety improvement to increase the vertical clearance may be financed with FAI participation.

Hall
A. Olson
Wills
Hackleman
Carstensen
10-19-70
Terpin

RECEIVED
OCT 20 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

orig to Hall

[redacted]

Klaboe ?

RECEIVED
OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1970
FOR FILING

I-5-1(74)42
7522

June 4, 1970

8419

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: South Gold Hill Interchange
Rock Point-Seven Oaks Section
Pacific Highway, Jackson County
Bridge No. 7601
Your File: 08-35-DB

Dear Sir:

In your letter of April 23, you stated that further data in justification are necessary before further consideration could be given the request to raise the South Gold Hill undercrossing.

The existing vertical clearance for both the north- and southbound lanes at this site is 14'9". The Rock Point-Seven Oaks overlay project will reduce this clearance by 4 inches to 14'5". With the present 14'9" clearance, the structure has been subject to repeated damage by high loads. Enclosed are copies of the maintenance inspection reports for the years 1968, 1969, and 1970 which indicate that the beams over both the north- and southbound lanes have been damaged. In 1966, a 3' x 2' section of beam had to be replaced after having been struck by a high load. Five prints of a recent photo of the span over the northbound lane is enclosed. There is clear evidence in this photo of damage by high loads.

The Creswell undercrossing, before it was raised, had a clearance of 14'6". With that clearance, the structure was struck by high loads several times a month. The damage at Creswell had proceeded to the point where the safety of the structure was in question. Conditions at South Gold Hill, after the overlay is placed, will duplicate the original conditions at Creswell.

The South Gold Hill undercrossing is the only structure between Roseburg and the California line, a distance of 126 miles, with a vertical clearance of less than 15 feet. It is the only structure between Grants Pass and the California line, a distance of 58 miles, with clearance less than 16 feet.

The estimated cost to raise the structure and provide approach spans at each end is $67,000. The 25-foot slab span extension at each end of the structure will serve the dual purpose of providing for the slope extension and as an impact panel. The estimate to grade and repave the approaches and interchange legs as required to maintain a minimum 50 mile-per-hour stopping sight distance is $100,000. A 50 mile-per-hour stopping sight distance is considered the minimum acceptable with the present 1,500 ADT traffic volume with its high percentage of truck traffic. Total estimated cost to raise this structure and grade and pave the approaches is $167,000. This figure includes an allowance for engineering and contingencies.

Enclosed are five prints each of the following drawings relating to the raising of this structure:

1. Plan and elevation drawing, existing South Gold Hill (Kane Creek) undercrossing, Drawing No. 10541.

2. Elevation sketch of proposed structure raising and extension. The retaining wall at the toe of slope to increase the shoulder width is included in the overlay project.

3. Plan Sheet 7 showing limits of grade revision on approaches.

4. Proposed revised profiles.

Your early consideration of the proposal to raise this structure is requested in order that this work may be done concurrently with the Rock Point-Seven Oaks overlay project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

WJH:mf:dh ja

Enc.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 23, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-5-1(-)
South Gold Hill Interchange
Rock Point-Seven Oaks Section
Proposed Raising of Bridge No. 7601

Mr. Merchant, by April 20 letter, requested Federal-aid participation in raising the South Gold Hill Interchange structure to obtain a vertical clearance of 17'0". The planned 4-inch pavement overlay through this area will lower the existing 14'9" vertical clearance to 14'5".

As outlined in my September 20, 1968 letter, approval for Federal-aid participation in increasing the vertical clearance at Creswell Interchange and Hawley Road was considered to be a special case and similar work at other points would only be considered if there was a record of continuing damage from similar incidents. It will be necessary that you provide supporting evidence of the problems involved at the South Gold Hill Interchange before any action can be taken.

Possibly your strongest case could be built around a spot safety improvement project since this is the only structure over Interstate 5 with a vertical clearance of less than 16 feet from the California Line to Chadwick Road (MP 213.50) near Myrtle Creek.

Ivan Hall

RECEIVED
APR 27 1970
BRIDGE DIVISION

RECEIVED
APR 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-1(7-1)42
7599

April 20, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street S. E.
Salem, Oregon 97310

Dear Mr. Simpson:

South Gold Hill Interchange
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County Bridge No. 7601

The overlay planned for subject section of Highway will decrease the vertical clearance under subject structure from 14' 9" to approximately 14' 5".

Although this is 5" above the legal vertical height limit, it is almost impossible to police traffic to the extent that some violations will not occur. This structure, with its present 14' 9" clearance, has already been hit by high loads. The South Gold Hill Interchange structure is located in an area where there is heavy logging truck traffic.

If this structure is not raised, a situation such as occurred at the Creswell Interchange and Hawley Road structures to the north will undoubtedly develop. As you know, it eventually became necessary to not only raise the structures but also cut out some of the damaged longitudinal beams.

In consideration of the above, we request Bureau of Public Roads participation in the cost of raising the subject structure to a clearance of 17'.

Very truly yours,
ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LLW:DH

cc Tom Edwards
L. H. Young
V. E. Skoog

NOTED
TOM EDWARDS

117-4205 Applegate River Bridges, S. of Grants Pass on Jacksonville Hwy. (Maintenance painting) 1971

#7600

RECEIVED
MAR 22 1972
FOR FILING

#7

7600

February 23, 1972

Albert Dierickx Company, Inc.
808 S. E. 19th Avenue
Portland, Oregon 97214

Gentlemen:

The State Highway Commission on February 22, 1972, considered your request for a 5 day extension of time on Contract No. 7600 for maintenance painting on the Applegate River Bridges on the Jacksonville Highway in Josephine and Jackson Counties.

Work on this contract was completed November 4, 1971, which is an overrun of 4 days. The Commission assessed liquidated damages for the 4 days.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. D. Morgan
Walt Hart
V. E. Skoog
J. H. Versteeg
Keith Martin

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 7
February 22, 1972 Meeting

Albert Dierickx Company, Inc., contractor for the maintenance painting of the Applegate River Bridges on the Jacksonville Highway, Contract No. 7600, has requested that he be granted an additional five calendar days in which to complete his contract without assessment of liquidated damages. The contractor cites bad weather conditions as the reason for failure to complete the work on time.

The contract was awarded June 28, 1971, with a required completion date of October 31, 1971. The work was completed November 4, 1971, which is an overrun of four days.

The weather at the time the contractor stated he was unable to work was not abnormal for this period. Delays due to inclement weather cannot be considered as a valid reason for an extension of time without assessment of liquidated damages within the language of the contract.

I recommend that the contractor be assessed liquidated damages for the four-day overrun, which amounts to an assessment of $200.

This matter will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query (enc.)
George M. Baldwin
F. B. Klaboe (enc.)
A. E. Johnson
Walter J. Hart
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
J. H. Versteeg

RJW:dh ja

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7600 Contractor Albert Dierickx Co., Inc.

Highway Jacksonville

Section Applegate River Bridges

Kind of Work Maintenance Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

John W. Sheldon
Division Engineer

Walter J. Hunt
Construction Engineer or Bridge Engineer

R. H. Baldock
State Highway Engineer

Contract No. 7600

Project designation State (State-Federal)

Date awarded 6-28-71

Work started 8-31-71

Per cent completed 100%

Specified Completion Date (Date) 10-13-71

Completion Date 11-4-71

No. of Added Workdays Requested 5

E—820 (Rev.)—826—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 14, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 87 days to 92 days, within which to complete our Contract No. 7600, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

During the month of October, 1971 there were days when our crew was prevented from working on the project due to the weather conditions. These days were October 15th, 19th, 20th, 26th, 27th, 28th, and 29th.

RECEIVED
JAN 10 1972
BRIDGE DIVISION

Respectfully submitted,

Albert Dierickx Co., Inc.
Contractor

By .....

CONSENT OF SURETY

Date December 15, 1971

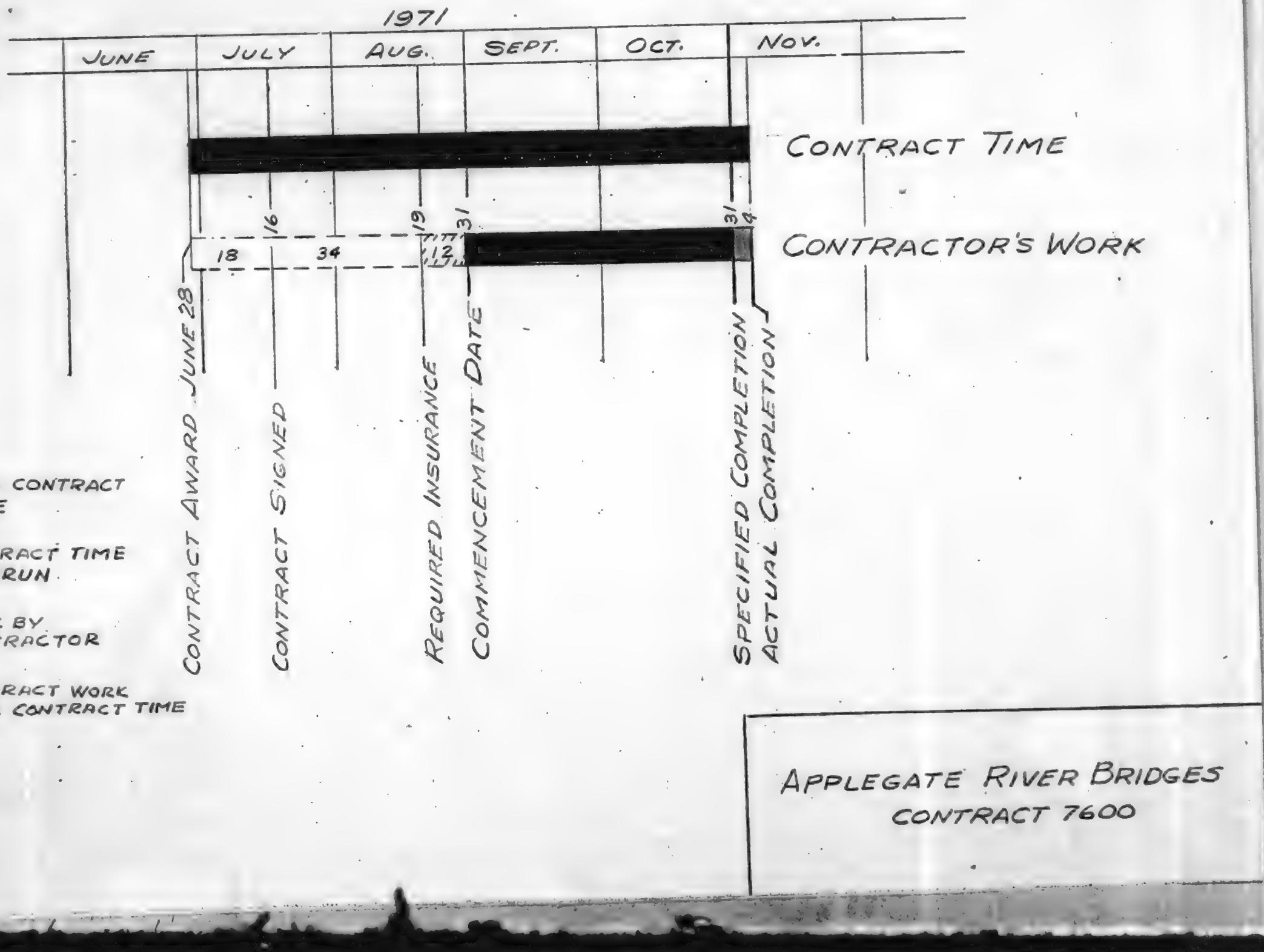
We, GENERAL INSURANCE COMPANY OF AMERICA

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

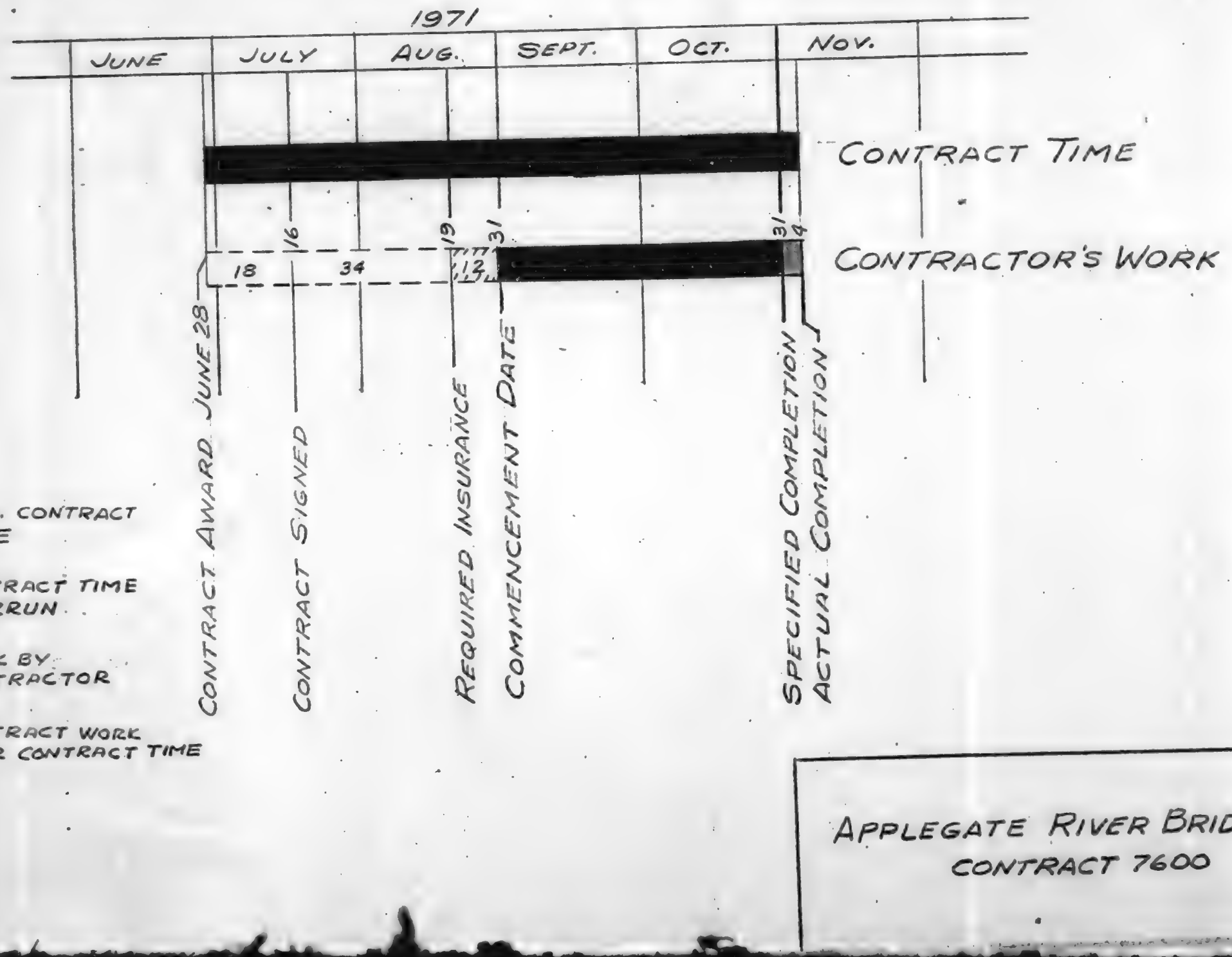
Richard N. Mahle
Attorney-in-fact
Richard N. Mahle

No Longer required.
Resident Agent

(SEAL)



APPLEGATE RIVER BRIDGES
CONTRACT 7600



APPLEGATE RIVER BRIDGES
CONTRACT 7600

Wright

FORM E-20 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 7, 1972

To: Walter J. Hart
Bridge Engineer
S A L E M

SUBJECT: Request for Time Extension
Applegate River Bridges
Maintenance Painting
Contract No. 7600

Enclosed herewith "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" on the subject project.

Also attached is a copy of Resident Engineer Keith Martin's comments on the request.

As the contractor did not work on five regular working days when he could have worked, including October 27 through 29, I recommend that this request be denied.

for JOHN W. SHELDRAKE
Region Construction Engineer

JWS/cw
Encl.
cc Keith Martin

NOTED
ALFRED A. REAR

NOTED
R.J. WRIGHT

RECEIVED
JAN 10 1972
BRIDGE DIVISION

NOTED
R. W. ELLISON

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
21 December, 1971

SUBJECT: Applegate River Bridges
Contract 7600
Josephine and
Jackson Counties

To: C. T. Keasey
P. O. Box 1128
Roseburg, Oregon
97470

Gentlemen:

Enclosed are five copies of Form E-320 (Contractors Request for Increase in Number of Workdays to Complete Construction Contract).

The contract for the subject project was fully signed on 16 July, 1971, and the required insurance was approved on 19 August, 1971. Actual work began 6 regular working days later on 31 August, 1971.

After work began the contractor did not work on 12 regular working days, but only 7 of these due to weather conditions (these 7 days did not include the 27, 28, & 29 of October as indicated by the contractor). It should be noted that the weather durring this period was not abnormal for this area at this time of year.

In view of the above information I can not justify the enclosed request, and must reccommend that it not be approved.

Sincerely,

Keith L. Martin
Resident Engineer

RECEIVED
JAN 10 1972
BRIDGE DIVISION

RECEIVED
DEC 14 1971
FOR FILING

117-4205
7600

December 14, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7600 awarded to Albert Dierickx Co., Inc., for maintenance painting on the Applegate River Bridges on the Jacksonville Highway in Josephine and Jackson Counties was completed on November 4, 1971, and accepted by the Highway Commission on December 10, 1971.

Final payment in the amount of $1,298 will be released to the contractor after December 19, 1971. The total contract amount is $26,485.85 including $723.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Albert Dierickx Co., Inc.
908 S. E. 19th Avenue
Portland, Oregon 97214

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Marr
C. T. Keasey

RECEIVED
DEC 14 1971
FOR FILING

117-4205
7600

December 13, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1971, on Contract No. 7600. The contract was with Albert Dierickx Co., Inc., and was for maintenance painting on the Applegate River Bridges Section of the Jacksonville Highway in Josephine and Jackson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 10, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Quary
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Markham
V. E. [illegible]
H. S. Cox
C. T. Kenney

117-4205
7600

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION: Applegate River Bridges	WEEK ENDING: 20 November, 1971
CONTRACTOR: Applegate Bridge Painting	KIND OF WORK: Maintenence Painting	SECTION PREFIX: 117-4205
DATE OF CONTRACT: 28 June, 1971	WORK STARTED: 31 August, 1971	COUNTY: Jackson & Josephine
AVERAGE FORCE EMPLOYED DURING WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $29,953.20	SPECIFIED CALENDAR DAYS	ESTIMATED COMPLETION DATE: 4 November, 1971
EXCLUSIVE OF ENGINEERING: $27,337.20	SPECIFIED COMPLETION DATE	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $27,337.20	ENGINEERING AUTHORIZATION $2,616.00	CALENDAR DAYS USED
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3%	ENGINEERING COST TO DATE $3,095.01	PERCENT OF TIME ELAPSED: 103%
	PERCENT OF AUTHORIZATION 118%	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
		DATE PROJECT WAS COMPLETED: 4 November, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan — Routing
Decker — Pease
Band — Swan
Walker — Glenn
Litchfield
Johnson — Gallagher
Stein

RECEIVED
NOV 22 1971
BRIDGE DIVISION

RECEIVED
NOV 23 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	18 Final Inspection by Mr. Al Rear.
FRIDAY	
SATURDAY	

REMARKS

Status: Complete.

Note: Semi-Final Estimate is complete except for form E 498 (Monthly Estimate) Will be submitted upon receipt of subject form.

RECEIVED
BRIDGE DIVISION

SIGNED Keith L. Martin LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
SEP 30 1971
FOR FILING

117-4205
7600

Albert Dierickx Co., Inc.

DAREXCO

Painters and Decorators

P. O. Box 14457
808 S. E. 19th Avenue • Portland, Oregon 97214

Edwards

September 23, 1971

Oregon State Highway Division
P. O. Box 306
Grants Pass, Oregon

Attention: Mr. Keith L. Martin
Resident Engineer

RE: APPLEGATE RIVER BRIDGES
MAINTENANCE PAINTING
CONTRACT NUMBER: 7600

Gentlemen:

We are proceeding with the cleaning and painting of the Murphy Bridge in the above named contract, and we are encountering some difficulties.

During the bidding period for this contract, we asked about the number of coats required after removal of black paint and we were told that the base coats were only required over the areas blast cleaned to bare metal. We figured the job to sweep blast the black paint off, and of course blast clean to bare metal all rusted areas.

The problem has arisen, that most of the primer coats under the black paint are dead, which could not be foreseen when bidding this project. This means that we have had to do roughly 50% more sandblasting and base coats than contemplated.

We would like to arrange a meeting at either the Murphy Bridge or the Applegate Bridge to further explain this problem to you. We feel that this additional work should be provided for in extra compensation to us as there was no way to anticipate this problem when preparing our proposal.

Please feel free to contact this office at your earliest convenience regarding this matter.

Very truly yours,

ALBERT DIERICKX CO., INC.

C. E. Mulph

C. E. Mulph

CEM:ojs

cc: Mr. C. T. Keasey, Regional Engineer
Mr. R. L. Porter, State Highway Engineer

RECEIVED
SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 8 - 1971
FOR FILING

117-4205
7600

July 8, 1971

Albert Dierlein Company, Inc.
808 S. E. 19th Avenue
Portland, Oregon 97214

Gentlemen:

Enclosed are three copies of Contract No. 7600 for $25,960 awarded to you by the State Highway Commission on June 28, 1971, for maintenance painting on the Applegate River Bridges Section of the Jacksonville Highway in Josephine and Jackson Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Marchant
C. T. Kenney
Keith Martin
R. H. Rothman

RECEIVED
JUN 17 1971
GAME COMMISSION
117-4205
OFFICE OF THE DIRECTOR
7600

RECEIVED
JUN 14 1971
DESIGN SECTION

Jean

Scott
Swenson
R. Olson
Jones
Do Not File ☐
Keep ☐
Return To
Other

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 8, 1971

cc's sent 6-10-71

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Reference is made to your letter of May 19, 1971, which referred to the plan sheets for seven bridge projects listed as follows:

1. Charleston (South Slough) Bridge
   Cape Arago Highway, Coos County
2. Eastside (Isthmus Slough) Bridge
   Coos River Highway, Coos County
3. Applegate River Bridge
   Jacksonville Highway, Jackson County
4. Applegate River Bridge
   Jacksonville Highway, Josephine County
5. Newport (Yaquina Bay) Bridge
   Oregon Coast Highway, Lincoln County
6. Florence (Siuslaw River) Bridge
   Oregon Coast Highway, Lane County
7. Coos Bay (McCullough) Bridge
   Oregon Coast Highway, Coos County

We have no objection to these projects from a wildlife protection standpoint. However, we request that precautions be taken to prevent the contamination of the involved streams by any paint, chemical, or other pollutants.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: Dir. FCO

RECEIVED
JUN 17 1971

FISH COMMISSION

OFFICE OF THE DIRECTOR

117-11265
7600

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON 97201

cc's sent 6-9-71

June 7, 1971

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

Hall
Olson
Wills
Hackleman
Carstensen
Keyss
Terpin

RECEIVED
JUN 3 - 1971
DESIGN SECTION

Scott
Svenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Porter:

The following proposed bridge painting contracts submitted to us by your letter dated May 19, 1971 have been reviewed.

Charleston (South Slough) Bridge
Eastside (Isthmus Slough) Bridge
Applegate River Bridges (2)
Newport (Yaquina Bay) Bridge
Florence (Siuslaw River) Bridge
Coos Bay (McCullogh) Bridge.

There should be no conflicts with the fishery resources, providing water quality standards are adhered to. The projects are approved.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

T-5010(3) Mohawk Rd.-"I" St. (Springfield)'71
Sec., of Mohawk Blvd. (Grad.,
#7601 pav., and traffic signals)

O&M 4019 - 3-10-70

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*61894-744

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Springfield
City Hall
Springfield, Oregon
Attention of Mr. Norman C. Teague, Manager

Request No. (assigned by staff engineer or head of section) CC-1477

Date May 29, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T-5010 (3)
Mohawk Road - "I" Street Section
Mohawk Boulevard
City of Springfield
Covered by agreement dated 8/7/70.
Contract No. 7601

Itemized Statement: CLR-DT File #501003 Advance Deposit $36,000

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$36,000	
		Amount previously transferred	30,000	$6,000
		City costs per attached sheet	$31,302.45	
		Less amount previously transferred	30,000.00	1,302.45
		REFUND DUE CITY		4,697.55

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 36,000

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 30,000

Give the number of the last previous request in connection with this same service. CC-1269

Credit distribution: (See attached Transfer of Cost Distribution)
20-0603-299 $1,302.45

Submitted by: Gary E. Zehner

Approved:
Regional Engineer

Approved: ☒ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE ☐ UPE ☐ CE ☐ RE ☐ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the regional office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (REV. 8-71)

FROM: County - City Unit

ADDRESS: 203 St. Hwy. Bldg. Salem

TO: ACCOUNTING SECTION—

DATE OF REQUEST: May 30, 1975

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Request for outside billing #CC 1269 -Invoice #106583

DATE OF ORIGINAL DOCUMENT: 7/19/71

VENDOR'S NAME

DATE OF VENDOR'S INVOICE: 7/19/71

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
			20 - 0601 - 299	$28456 79	20 - 0603 - 299	$28.456 79
		TOTAL		$28456 79		$28.456 79

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST: The partial transfer of City's advance deposit was credited to the preliminary engineering prefix. The bulk of the deposit should be credited to the construction prefix 20 - 0603.

PREPARED BY: Gary E. Zehner

APPROVED:

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 29, 1975

CITY Springfield Contract No. 7601 Date Completed 6/8/72

PROJECT # T-5010 (3) Section Mohawk Road - "I" Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor		$148,546.84
SFO #1 Additional Grading Work		187.72
Construction Engineering		13,647.87
Preliminary Engineering		7,882.18
	TOTAL PROJECT COST	$170,264.61
Federal Aid Funds Collected:	P. E.	4,797.34
	Const.	103,298.49
	BALANCE	$62,168.78

Items in which FHWA did not participate:		
Final Contract Payment Summary	116.75	
SFO#1 Additional Grading Work	187.72	
Construction Engineering	130.08	
Preliminary Engineering	1.58	436.13
Amount to be shared by State & City		$61,732.65
City share per agreement dated 8/7/70:		
50% of $61,732.65		30,866.32
100% of Non-participating items		436.13
		31,302.45
City's advance deposit-7/14/71		36,000.00
BALANCE TO BE REFUNDED TO CITY		$ 4,697.55

Reference: Billing Form CC-1477

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher
O. VOUCHER NO.

VOUCHER NO.

FOR WORK PERFORMED UNDER PROVISIONS OF THE ...ERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

...PROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T-5010(3) SPRINGFIELD

VOUCHER PERIOD: FROM 5-11-71 TO 5-20-71

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
T-5010(3) $7,537.06	20-0601 $7,537.06	63.66%	$ 4,797.34	$ 4,797.34	$0.00	
T-5010(3) $162,727.56	20-0603 $162,291.42	63.66%	$103,298.49	$103,298.49	$0.00	
$170,264.62	$169,828.48	63.66%	$108,095.83	$108,095.83	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mohawk Road - "I" St. (Springfield) Section					
	Mohawk Boulevard, City Street					
	Lane County					
	Preliminary Engineering Type Code P.E.					
	Preliminary Engineering		All Required		$ 7,080.60	
	Total Preliminary Engineering Cost				$ 7,080.60	
	Construction Type Code 0203					
	Roadway (Sta. 32+04 to Sta. 48+87)(Contr. 7801) Final Contract Payment Summary		Lump Sum		$ 29,990.00	
			Subtotal		$ 29,990.00	
	Signals (Sta. 19+00)(Sta. 13+00)(Sta. 22+65.55) Final Contract Payment Summary		Lump Sum		$119,640.00	
			Subtotal		$119,640.00	
	Total Construction Cost				$149,630.00	
	Construction Engineering State		All Required		$ 13,517.73	
	Roadway	270.36				
	Signals	$13,247.43				
	Liquidated Damages Final Contract Payment Summary		Lump Sum		$ (600.00)	
	Total Participating Cost				$169,024.48	
	Non-Participating Items Final Contract Payment Summary		Lump Sum		$ 116.75	
SFO	# 1 Additional Grading Work		All Required		167.75	
	Construction Engineering		All Required		130.08	
	Preliminary Engineering		All Required		1.55	
	Roadway 307.07					
	Signals 127.48					
	P.E. 1.55					
	Total Non-Participating Cost				$ 436.13	
	Total Cost				$170,264.61	

AMOUNT CARRIED FORWARD.....

CPG 914 021

			TOT	M2		4.72		11.89		11.89
			TOT	M3		669.29CR		669.29CR		669.29CR
			** JOB TOTALS **			14,954.82	**	15,621.12	**	15,621.12
SPRINGFIELD-TRAFFIC SIGNALS	CONT NO		FA PROJ NOS	T	510003 100					
	020	0601	201	00	M 2					
	020	0601	201	00	M 3			7.34CR		39,797.34CR
	020	0601	202	00	M 2			7.34		4,797.34
	020	0601	900	00	P 0					30,000.00
	020	0601	901	00	P 0					4.20
	020	0601	901	01	P 0					9,260.73
	020	0601	905	00	P 0					2.75
	020	0601	906	00	P 0					671.93
	020	0601	906	01	P 0					4.67
	020	0601	907	00	P 0					97.92
	020	0601	911	00	P 0					31.28
	020	0601	920	00	P 0					1,736.67
	020	0601	921	00	P 0					80.93
	020	0601	930	00	P 0					501.25
			TOT	00						149.96
			TOT	P1						7,532.39
			** JOB TOTALS **				**		**	4.67
										537.00
ROOSEVELT & PRAIRIE RD-EUGENE CONT NO 7459 &			FA PROJ NOS	T	510002 39 I 510001 41					
	020	0602	201	00	P 0					
	020	0602	201	00	P 1					137,517.31
	020	0602	201	00	P 2					9,640.70
	020	0602	201	00	M 1					8,134.89
	020	0602	201	00	0					98.37
	020	0602	203	00	P 1					43,725.54
	020	0602	203	00	P 2					507.00CR
	020	0602	203	00	M 2					533.00CR
	020	0602	204	00	M 2					240.00CR
	020	0602	204	00	P 0					9,878.06
	020	0602	285	02	P 1					9,878.06CR
								15,483.54		15,483.54

				TOT	RT							7,9[illegible].01
				TOT	M2					15,483.54CR		117.09
				TOT	W9							21.81
				** JOB TOTALS **					**		**	9,787.73
												215,762.15 **
HOMEDALE RD-I ST /SPRINGFIELD/	CONT NO 7601		FA PROJ NOS T		510003 100							ST
	020	0603	201	00	P 1							149,030.09
	020	0603	201	00	M 1							116.75
	020	0603	203	00	P 1							600.00CR
	020	0603	239	01	M 1							187.72
	020	0603	296	00	M 9					97.38CR		103,201.49CR
	020	0603	298	00	M 9					97.38		103,298.49
	020	0603	900	00	P 1							13,517.79
	020	0603	900	00	M 1							130.08
	020	0603	901	00	P 1							26.[illegible]
	020	0603	901	00	M 1							1.[illegible]
	020	0603	911	00	P 1							318.04 P.E.
			TOT	RT								162,291.42
			TOT	M1								436.13
			** JOB TOTALS **						**		**	162,727.55 **
CHAMBERS ST-HILLAMETTE ST	CONT NO		FA PROJ NOS T		510004 100							ST
	020	0604	296	00	M 9							333.85CR
	020	0604	298	00	M 9							333.85
	020	0604	900	00	P 1							273.81
	020	0604	915	00	P 1							251.52
			TOT	RT								525.33
			** JOB TOTALS **						**		**	525.33 **

STATE COPY

7601

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Lowe

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

5-22-73

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5-22-73	W. H. Kappus, Assistant Area Engineer		F-5010(3) 7601
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-8-72	6-23-72	(a) 21 % (b) 102	(a) 75 days (b) 280 days
APPROVED EXTENSIONS	**LOCATION**		
None	Mohawk Road between "I" Street and proposed "Q" Street interchange in Springfield		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

	Info	FOR	REFER TO	RECEIVED STATE HWY ENGR
	Inves			
	R/D			
	D/R			
	Sign		MAY 30 73	
	Act			
	File			

COPY SENT

MAY 29 1973

REGIONAL OFFICE

MOHAWK BOULEVARD
MOHAWK ROAD–"I" STREET (SPRINGFIELD)
Grading, Paving, and Traffic Signals
Lane County

Contract work on this project included grading and paving a 20-ft. median area between 16th Street and "I" Street and construction of a concrete island. Work also included the removal and construction of curbs with sidewalks at the intersection of Mohawk Boulevard and "I" Street and the installation of traffic signals at five locations.

Work was completed on June 8, 1972. The contractor used 16 days of 75 days allowed on stage "a" and 286 days of 280 days allowed on stage "b". 6 days of liquidated damages (6 days at $100/day = $600) are being charged.

The original contract cost including contingency and engineering costs was $172,355.42. The final cost was $161,966.18. There were no major overruns or underruns.

NOTED
H.S. COULTER

5-31-73
cy Cordy Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: William H. Kappus W. H. Kappus for		SIGNATURE: Original signed by G. K. Hossner Dist. Engineer	
TITLE: T. P. Lowe	DATE: 5-22-73	TITLE: G. K. Hossner	DATE: 5-29-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

S

RECEIVED
SEP 1 1972
FOR FILING

7601

September 14, 1972

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On September 8, 1972, we wrote to you concerning release of final payment on Contract No. 7601 awarded to Hamilton Electric, Inc., for work on Mohawk Boulevard "I" street on Mohawk Boulevard in Springfield in Lane County.

Final payment on this contract is $1,000 and the total contract amount is $148,546.84, including $260.03 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Hamilton Electric, Inc.
232 West 5th
Eugene, Oregon 97401

Smith & Crahan
380h W. 11th Avenue
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
V. E. Shoss
Attn W. L. Manner
James Versteeg

RECEIVED
SEP 8 - 1972

OREGON STATE HIGHWAY DIVISION

7601

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 7, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7601, Work Completed June 8, 1972

Project Mohawk Road-"I" Street (Springfield)

Highway Mohawk Blvd., County Lane

Type of Work Grading, Paving and Signals

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date September 6, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Dick Bladorn

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF PUBLIC WORKS

August 25, 1972

346 MAIN STREET
747-4221

ROSEBURG DIVISION
RECEIVED
AUG 28 1972
DE | ADE | ADE | ADE | DOE
Assign ____ For ____
Reply ____ Action ____

Mr. J. H. Versteeg
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Versteeg:

Re: Project No. T-5010(3)

NOTED
G. L. C.
8/28/72

This letter is official acceptance of the subject TOPICS project for the Mohawk Blvd. paving and signalization improvements.

We are pleased with the results of the project and the working relationship we have experienced with State personnel and the State's Contractor on this project.

We pledge our continued cooperation with you and other State personnel on all future projects.

RECEIVED
COUNTY & CITY SECTION
AUG 29 1972
ENGR. COOR. DE AE DE
APE CE AE APE

Very truly yours,

Ted E. Morgan

Ted E. Morgan
Traffic Engineer

TEM:lh

Cox

Sue: Please send copies to Ellis Jones, Dick ~~Wat~~ Bladorn, Val Johnson, Bob Judson

RECEIVED
JUL 31 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7601

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 27, 1972

Federal-aid Project
No. T-5010(3)

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7601 Price Agreement No. 4

Project Mohawk Rd. - "I" St. (Springfield)

Highway Mohawk Blvd.

County Lane

This agreement documents late adjustment work performed by the Contractor to include changes requested by the City of Springfield and to fit the conditions encountered on the project site. Deletions of work included in the Contractor's bid price for "Traffic Signal Installation Complete" and the cost of additional work offset each other resulting in no additional cost to the project.

Copies of the Engineer's letter of explanation and cost justification by the Traffic Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Engineering Coordinator July 13, 1972.

Your approval as of July 13, 1972 is requested.

Attachments

BMW:kds

7601

Report No. 49

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mohawk Road - "I" St. (Springfield)	WEEK ENDING: 6-30-72	
	SECTION PREFIX: 20-0603	
HIGHWAY: Mohawk Road	COUNTY: Lane	
NAME OF JOB: Mohawk Road - "I" St. (Springfield)	KIND OF WORK: Grading, Paving & Signals	
CONTRACTOR: Hamilton Electric Co.	CONTRACT NUMBER: 7601	FEDERAL AID PROJECT NUMBER: T-5010(3)
DATE OF CONTRACT: 7-14-71	DATE WORK STARTED: 7-20-71	ESTIMATED COMPLETION DATE: a) 8-10-71 b) 6-8-72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a) 75 b) 280	CALENDAR DAYS USED a) 16 b) 286
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED a) 21.3% b) 102.1%
PROJECT AUTHORIZATION: $ 172,355.42	ENGINEERING AUTHORIZATION $ 13,666.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 158,688.47	ENGINEERING COST TO DATE $ 12,842.27	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 148,546.84		DATE PROJECT WAS COMPLETED: 6-8-72
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.4 %	PERCENT OF AUTHORIZATION 94.0 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
NA	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.80	.80			.80
MILES PARTIALLY COMPLETED	.80	.80			.80
MILES COMPLETED	.80	.80			.80
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,900 CY	2,160 T			1,300 T
TOTAL QUANTITIES CORRECTED TO DATE	2,014.6 CY	1,992.29 T			1,153.10 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,014.6 CY	1,992.29 T			1,153.10 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

BEN GUTTERFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 6-26	One man working on semi-final.
TUESDAY 6-27	No activity.
WEDNESDAY 6-28	No activity.
THURSDAY 6-29	One man working on semi-final.
FRIDAY 6-30	No activity.
SATURDAY	

REMARKS

Status: Project complete.
Semi-final records submitted.

Final Report

SIGNED Ellis H. Jones, Resident Bridge Engineer LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE COPY

OSHD (Johnson)
Region 10
Wash DC

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

760 FOR FILING 6-23-72

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Lane	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
6-23-72	T. P. Lowe, Area Engineer		T-5010(3)

IN COMPANY WITH
J. X. Wilson, Reg Constr Engineer and Ellis Jones, Res Engr

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	a- 21% b-102 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

MOHAWK BOULEVARD
MOHAWK ROAD-"I" STREET (SPRINGFIELD)
Grading, Paving and Traffic Signals
Lane County

cy Const Engr 7-7-72

JUL 05 1972

REGIONAL OFFICE

The completed work was inspected and determined to be in substantial complaince with the approved plans and specifications including authorized changes. Acceptance of the project is recommended.

The work was completed on 6-8-72. The contractor used 16 days of 75 days allowed on stage "a" and 286 days of 280 days allowed on stage "b". To date the contractor has not requested a time extension. Six days of liquidated damages are being charged.

The resident engineer indicated the contractor has complied with all the contract labor and EEO requirements.

The resident engineer advised that the City of Eugene has verbally accepted the project. A letter to that effect is forthcoming.

This contract provided for removal but not replacement of this interchange lighting at Centenial and Mowhawk. Apparently this was overlooked during the planning stage. The city of Eugene wants to extend the new signal poles at this interchange and install the old lighting mast arms and luminaries. They propose to do this work under a force order with the local power company. The State is evaluating this proposal and will probably request our approval to perform this work under this TOPICS program. This matter will be evaluated following the State's request.

7-7-72
RECEIVED
al
re Young
TOM EDWARDS

RECEIVED
JUL 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

FORM FR-338
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

JUL 6 1972

RECEIVED
JUL 14 1972
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

7601

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1972

NOTED
A. E. JOHNSON

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project No. T-5010(3)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

cy Conte Young 7-11-72

SUBJECT Request; Contract Work Completed

Contract 7601 Work Completed June 8, 1972

Project Mohawk Road-"I" Street (Springfield)

Highway Mohawk Boulevard

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-23-72

Conditions not acceptable: None

G. K. Hoosner
for Glen L. Green
Acting Division Engineer

cc: Tom Edwards
L. H. Young

7-11-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

JUL 10 1972

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO: 7-42	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-19-71	COUNTY Lane
		PROJECT NO. T-5010(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Springfield, 19th St. and Mohawk Blvd. at Mohawk Rd., Eugene-Springfield Hwy., M St., Centennial Blvd. and 16th St. to I St.
"Mohawk Road-"I" St. (Springfield) Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-19-70	0.319
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-71	0.319
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 172,670.00	$ 109,730.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. H. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 19 1971

Oregon State Highway Division

Federal-Aid
Project No. T-5010(3)

MOHAWK ROAD-"I" ST. (SPRINGFIELD) SECTION

MOHAWK BOULEVARD, CITY STREET

Salem, Oregon, July 14, 1971

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,850.00
Type Code 6203			
Roadway (Sta. 32+04 to Sta. 48+87)			
Temporary Protection and Direction of Traffic	All Required		$ 4,468.72
Removal of Structures and Obstructions	All Required		1,610.76
General Excavation	1,900 cu.yd.	2.00	3,800.00
Bituminous Base Mixture	690 ton	8.62	5,947.80
Aggregate Base	2,160 ton	2.67	5,767.20
Class "B" Asphalt Concrete Mixture	610 ton	8.61	5,252.10
Concrete Inlet Type "G"	2 only	166.65	333.30
Concrete Walks	58 sq.yd.	5.50	319.00
Concrete Curbs	13 cu.yd.	63.33	823.29
Concrete Islands	56 cu.yd.	48.88	2,737.28
Adjust Manholes	1 only	55.55	55.55
			$ 31,115.00
Signals (Sta. 19+00) (Sta. 13+00)(Sta. 22 +65.55)			
Traffic Signal Installation, Complete	All Required		$119,040.00
			$150,155.00
Flagging (60% of Contractor's Cost)	All Required		1,500.00
	Subtotal		$151,655.00
	10% Engr. & Cont.		15,165.00
	Total		$166,820.00

Length of Roadway - - - - - - - - - - - - 0.319 mile

Cost of Roadway Per Mile - - - - - - - - - $107,291.54 (Roadway only)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Preliminary Engineering	$ 5,850.00	$ 3,716.00	$ 1,067.00	$ 1,067.00
Roadway	166,820.00	106,014.00	30,403.00	30,403.00
Total	$172,670.00	$109,730.00	$31,470.00	$31,470.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7601

Prefix: 20-0603

MOHAWK ROAD-"I" ST..(SPRINGFIELD) SECTION

Project No. T-5010 (3)

Nonparticipating - State Work

Permanent Pavement Striping	All Required	$200.00

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 106583

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-19-71	CC 1269		20-9601-299

City of Springfield
City Hall
Springfield, Oregon 97477

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
JUL 19 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: James H. Fleck, Public Works Director			
Advance Deposit			36,000.00
Partial transfer of the advance deposit for construction of the Mohawk Road - "I" Street Section Topics project on Mohawk Blvd., in the City of Springfield. Contract No. 7601. Covered by agreement dated 8-7-70.			30,000.00
To be retained			6,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By_____

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-68)
SP*69453-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Springfield
City Hall
Springfield, Oregon 97477
Attention of Mr. James H. Fleck
Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1269

Date July 19, 1971

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

RECEIVED
COUNTY & CITY SECTION
JUL 16 1971
☐ ENGR. ☐ CO.JR. ☐ CE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit $36,000

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for construction of the Mohawk Rd.-"I" Street Section TOPICS project on Mohawk Blvd., in the City of Springfield. Contract No. 7601.		
		Covered by agreement dated 8/7/70.		30,000
		TO BE RETAINED		$ 6,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 36,000

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
20-0601-299

Submitted by: Richard Unrein
Richard Unrein

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
JUL 14 1971
FOR FILING

T 5016(3)
7601

bc E. D. Morgan
D. Merchant
C. T. Keasey
Ellis Jones
William Geibel (SAIF)

July 14, 1971

Hamilton Electric, Inc.
232 West 5th
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 28, 1971, accepted your proposal for work on Mohawk Road-"T" Street (Springfield) Section of Mohawk Boulevard in Lane County for the sum of $150,135 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Springfield approved the project and deposited $36,000.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7601.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin July 26, 1971.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

FORM PR-[illegible] (Rev. 6-68)

RECEIVED
JUN 16 1971

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. T-5010(3)

STATE PROJECT NO. MOHAWK ROAD - "I" STREET (SPRINGFIELD) SECTION

COUNTY NAME LNE

PROGRAM STAGE (Check) [ ] 1 [XX] 2

FROM: ~~FILING~~
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

6-11-71

PROGRAM NO.

ITEM NO. T-14

TO: T 5010(3)
7601

MR. R. L. POPTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

L

young wlenc.
6-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 2, 1971	JUNE 2, 1971	TOPICS - TYPE 2 SYSTEM
		STATE ROUTE NUMBER: CITY STREETS

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $1,500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 1, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

TOM EDWARDS

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-71	L. H. Green	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 21 1971
FOR FILING

FORM E-20-X (12-67)

T-5010(3)
76C1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 20, 1971

SUBJECT: Right of Way Status
TOPICS Project
June 24, 1971
Bid Opening Date

To: Mr. L. H. Young
Program and Planning Engineer

PROGRAM AND PLANNING

On the following project all rights of way and rights of entry are acquired.

Mohawk Rd.-"I" Street Sec., Mohawk Blvd. (Springfield)
Lane Co.: Grade, Pave, and Signals.

The certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply on all the right of way on this project involving occupied improvements which were acquired and possession taken prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAY 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TOB

3-24

CC: F.B. Crandall
C.T. Keasey
C.G. Swenson
R.N. Chase
F.V. Riedl - FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5010(3)
Project Name: Mohawk Rd.-"I" Street (Springfield) Section, Mohawk Blvd.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at City Street Dept., 18th & S. A. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Springfield, Oregon, this 23rd day of March, 19 71.

CITY OF SPRINGFIELD

By L.D.E. Morgan

Title Traffic Engineer

By James N. Fleck

Title Director of Public Works

RECEIVED
COUNTY & CITY SECTION
MAR 24 1971
ENGR. COOR. UE AE UE
UPE CE RE RPE

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

CC: J.R. OAKES
C.G. SWENSON
R.N. CHASE
C.T. KEASEY

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

3-2 71

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5010(3)

Highway No. City Streets

Project Name Mohawk Road-"I" Street Section of Mohawk Blvd.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

   [X] There has been no displacement of persons from residences, farms, or businesses; or

   [X] That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   [X] In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Springfield, Oregon,

this 2nd day of March, 1971.

City of

Mayor

Recorder

RECEIVED
COUNTY & CITY SECTION
MAR 5 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

February 16, 1971
(date)

RECEIVED
COUNTY & CITY SECTION
FEB 23 1971
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. N. L. Teague
City Manager
Springfield City Hall
Springfield, Oregon 97477

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Mohawk Boulevard TOPICS

Section Mohawk Road-"I" Street: Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

2-17-71
(date)

By N. L. Teague

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Mohawk Rd. - I St. (Springfield) Sta
Mohawk Blvd.

TO PS

RECEIVED
COUNTY & CITY SECTION
FEB 11 1971
☑ ENGR. ☑ COOR. ☑ UE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Tape 1 - 15

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

2-11-71

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications supplemented and/or modified as follows:

1. In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

2. Minimum requirements which must be met by the contractor in the handling of traffic through the various stages of the work include but are not necessarily limited to the following:

a. The contractor shall furnish, erect and maintain two construction identification signs at locations designated by the engineer.

b. The contractor shall install, facing on-coming traffic to the project area, at each end of the project one each of the following signs; Contractors Identification Sign, W-700-48 with amber flasher and W-1100-48 spaced approximately 250 feet apart. The W-1100-48 sign to be nearest the project work area. The contractor shall also install at the ends of the project area, facing out-going traffic, one D-429-24 sign.

The contractor shall also install on all through cross streets intercepting the work area a W-700-30 sign each side of the intersection approximately 150 feet before the intersection.

The contractor may use either barricades or traffic cones to protect the work area from traffic.

c. All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

d. Unless otherwise indicated on the plans, all signs shall be either Type "D" or Type "O" as the contractor may elect. If the contractor elects to furnish both Type "D" and Type "O" signs, signs of one type shall be grouped

facing one direction of traffic as far as practical. Indiscriminate mixing of the two types of signs will not be permitted.

The contractors attention is called to the fact that the Highway Division intends to phase out the use of Type "D" signs for temporary protection and direction of traffic during the 1971 construction season. It is suggested that when purchasing new or replacing damaged construction signs, the contractor acquire Type "O" signs

All signs shall be mounted at 7'0" ± 3" above the edge of pavement. All signs shall be covered or removed when not in use.

e. Posts will not be required to be set in the ground. Portable supports shall be adequate to prevent blow-down.

f. Amber flashers shall be of a type and size to be visible from 1300 ft. during daylight hours when in operation.

g. Barricades shall be installed parallel to the edge of pavement or travel way unless indicated otherwise on the plans. ~~The barricades indicated as "Lighted" shall be illuminated with 25 watt, non-flashing, amber lights on 25 ft. centers. Lengths of barricade shown on the plans are approximate and correct lengths should be field verified.~~

h. Reflectorized guide posts shall be installed on approximate 50 foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way. Reflectors shall meet the requirements set forth in Section 711.03 of the Standard Specifications.

i. In the event the contractor elects to use traffic cones at any location for the direction of traffic, the cones shall be a minimum of 24 inches high and are to be fluorescent colored.

$ 5,700.00

S-1, S-5, S-11 # 2119

Tape 6a - 1

SECTION 645 - SIGNS

Traffic signs shall be furnished and erected in conformance with Section 645 of the Standard Specifications supplemented and/or modified as follows:

645.03 Types of Signs

Add the following sign type for use on construction and maintenance signs only:

Type "O" - Orange reflectorized sheeting background on sheet aluminum or plywood with non-reflectorized black legend.

645.11 General

Reflective Sheeting for Sign Background - Add the following requirements under sub-section 761.13(a) Minimum Brightness Values of Reflective Sheeting:

	Orange		
Divergence Angle	0.2	0.5	1.5
Angle of Incidence -4	25	13.5	1.5
Angle of Incidence 40	10	0.8	0.1

Delete the requirements of sub-section 761.13(b) and substitute the following:

"Acceptability of the diffuse day color of the reflective sheeting will be determined by the engineer by visual comparison to standard color chips.

Bargain and Sale Deed

KNOW ALL MEN BY THESE PRESENTS, That McKay Investment Co.
a Corporation

Grantor, in consideration of the acceptance by the City of Springfield, Oregon, Grantee, and the use or holding of said property for present or future public use by grantee, grantor hereby grants, bargains, sells and conveys unto the said grantee, its successors and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the County of Lane and State of Oregon, bounded and described as follows:

Beginning at a point 10 feet South 29°13' West of the point of intersection of the easterly right-of-way line of Mohawk Boulevard and the prolongation of the northerly right-of-way line of 'M' Street, said point of beginning being South 29°13' West 333.7 feet from the northwest corner of Block 6, Mohawk First Addition as platted and recorded in Book 15, Page 23, Lane County Plat Records; thence South 60°47' East 85.0 feet; thence North 74°13' East 14.14 feet; thence South 60°47' East 5.0 feet; thence South 29°13' West 80.0 feet; thence North 60°47' West 5.0 feet; thence North 15°47' West 14.14 feet; thence North 60°47' West 85.0 feet; thence North 29°13' East 60.0 feet to the point of beginning in Lane County, Oregon.

The same hereby and forever dedicated to the public to be used as public road.

TO HAVE AND TO HOLD, the above described and granted premises unto the said grantee, its successors and assigns forever.

The monetary consideration for this conveyance is None.

IN WITNESS WHEREOF, the grantors above named have hereunto set their hands and seals this 27 day of January, 1971.

_____ (SEAL)

_____ (SEAL)

McKay Investment Co (SEAL)

_____ (SEAL)

State of Oregon, County of Linn, ss Personally appeared the above named and acknowledged the foregoing instrument to be his voluntary act and deed. Before me:

DATED: January 27 A.D. 1971

Notary Public for Oregon
My Commission Expires: 6-12-72

Return to: City Engineer
Public Works
4th & North 'A' Streets
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JAN 29 1971
☐ ENGR. ☐ C... ☐ ... ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

C/S 93 rev. 3-70

TO PS

RECEIVED
COUNTY & CITY SECTION
JAN 22 1971
COOR. CE AE UE
COOR. CE RE RPE UPE

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

346 MAIN STREET
747-4221

DEPARTMENT OF
PUBLIC WORKS

January 20, 1971

Mr. Miles McKay
McKay Investment Co.
26 Oakway Mall
Eugene, Oregon 97401

Subject: 'M' Street extension into Mayfair Shopping Center

Dear Mr. McKay:

Transmitted herewith is a copy of a "Bargain and Sale Deed" for your signature that will convey to the City of Springfield a portion of property from the shopping center opposite 'M' Street along Mohawk Boulevard in Springfield.

The subject parcel will extend into your property 100 feet from the easterly right-of-way line of Mohawk Boulevard. It will be 60 feet wide and flare at the easterly end to accommodate curb returns for better traffic control.

This parcel is requested in order to properly channelize traffic movements into and out of the shopping center and to enable us to install a traffic signal at the intersection of Mohawk Boulevard and 'M' Street.

In as much as there will be State and Federal participation in the signalization of this intersection, we are required to follow State and Federal procedures for obtaining rights-of-way. In keeping with these regulations, we must apprise you of the value of the parcel of property to be dedicated for right-of-way.

We find that recent sales in this vicinity have established land values along Mohawk Boulevard at $1.53 per square foot to $2.70 per square foot.

The parcel of property described in the "Bargain and Sale Deed", transmitted herewith, has an area of 6,200 square feet with an estimated value equal to the greater of the two recent sales, that being $2.70 per square foot or a total real value of $16,740

We are confident that you will realize this value in improved traffic control and increased sales in your shopping center.

If you have questions or comments concerning this matter, please do not hesitate to call or come into our office

We are anxiously waiting your response to this request so that we may execute bidding procedures by March or April.

Very truly yours,

James H. Fleck
Director of Public Works

JHF:gs

encl.

cc: Mr. Richard Unrein

☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☐ DE ☑ RE ☒ RPE ☐

January 20, 1971

Mr. James H. Fleck
Director of Public Works
346 Main Street
Springfield, Oregon 97477

Dear Mr. Fleck:

Returned herewith is the set of preliminary plans for the Mohawk Blvd.-"I" Street Section of Mohawk Blvd. TOPICS project upon which your Supervisor of City Engineering has penciled some comments.

In answer to his questions, we wish to offer the following:

The base section was designed by our Soils & Geology Unit to conform to the local soil conditions and the projected traffic volumes for this street. The island area and the new pavement will be constructed to match the existing pavement, therefore, no profile grades are shown on the plans. During construction our Resident Engineer will make certain that no pockets are left to retain standing water. The final plans will have the appropriate standard drawings attached but for your information, there are enclosed herewith two standard drawings to cover the questions concerning Type "A" curb and gutter and Type "G" inlet.

Please be assured that except for the addition of standard drawings and a summary of materials, these plans are the same size and contain all the necessary details and information that the contractors will use for bidding and construction.

If this satisfactorily answers your questions, please return a signed copy of the preliminary plans to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

ENGR. COOR. CE RE UE
UPE CE RE RP

bc: F. B. Klaboe
L. H. Young
F. L. Hall
F. D. Morgan
C. T. Keasey

December 10, 1970

Mr. Hal J. Fleck
Director of Public Works
City Hall
Springfield, Oregon 97477

Dear Mr. Fleck:

On December 1, 1970, the Federal Highway Administration granted location and design approval for the Mohawk Road-"I" Street Section of Mohawk Blvd. TOPICS Project, with the exception of the proposed Astro-Turf for the median strip which they consider to be a refinement beyond that normally required for highway construction. We will proceed to design this project using ~~asphalt-paving~~ A CONC. ISLAND for the median strip unless the City wishes to install Astro-Turf at its own expense.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: Mr. Gerald Attig
Lane County Director of Public Works

1-15-71
Phoned Hal Fleck and asked for a letter of justification and cost estimate for AstroTurf. This done at suggestion of Riedl. B.

1-13-71
Informed by F. Hall that Paul Riedl says FHWA will ok AstroTurf.
Phoned Riedl - He wants a letter requesting reconsideration. B
LATER CALL FROM RIEDL TO THE EFFECT HORSNER WILL NOT APPROVE.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 1, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5010(3)
Mohawk Road "I" Street Section (Springfield)
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 f PPM 20-8 is hereby given for the construction of the above project as requested in Mr. Klaboe's November 18 letter except that the installation of Astro-Turf is considered to be a refinement beyond that normally required for highway construction and, therefore, is not eligible for Federal participation.

NOTED
F.B. KLABOE

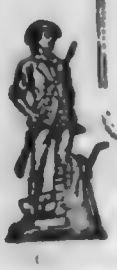
RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
LANDS. COOR. UC AE TE
BR PPE CE BE RPE

12-7-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
Please share

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 1970
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1970

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-1-70

T-5010(3)

FEDERAL AID PROJECT NO. T-5010(3)

STATE PROJECT NO. MOHAWK ROAD - "I" ST. SPRINGFIELD

COUNTY NAME LANE

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM: 7601 R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-14

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12-8-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 1, 1970	PRIMARY TYPE 2
		STATE ROUTE NUMBER CITY STREET

LIMITS OF AUTHORITY
YOU ARE AUTHORIZED TO PROCEED WITH PRELIMINARY ENGINEERING THROUGH THE PS&E PREPARATION PHASE AS REQUESTED IN MR. KLABOE'S NOVEMBER 18, 1970 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-1-70		DIVISION ENGINEER

RECEIVED
AUG 17 1971
FOR FILING

FORM E-30 (12-67)

I 5(10)3
7601

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1970

To:

MEMO TO THE FILES

SUBJECT: Mohawk Road-"I" Street Section
Mohawk Boulevard
Lane County

A public hearing was offered on the above section but no requests were received. This is a TOPICS project. The project consists of signalization of five street intersections which are as follow:

Intersection of "Q" Street, Mohawk Road and 19th Street
Westbound exit ramp of the Eugene-Springfield Highway
Eastbound exit ramp of the Eugene-Springfield Highway
"M" Street
Centennial Boulevard

The rest of the project consists of reducing the width of the median island between 16th Street and "I" Street. The present curbed island is 20 feet wide and it is proposed to reduce this area to 12 feet. This design will provide two 24-foot roadways with a 12-foot median area for a total of 60 feet between curbs.

The intersection of 19th Street and Mohawk Road, and the intersection of "M" Street on the east side of Mohawk Boulevard will be improved by others.

Donald E. Keyes

Donald E. Keyes
Rural Design Coordinator

DEK:jp
cc: F. B. Klaboe
F. E. Terpin

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RESOLUTION No. 70-103

WHEREAS, The City of Springfield has made application for participation in the TOPICS and other traffic safety programs in the interest of the health, safety, and welfare of the motoring public; and

WHEREAS, Section 141, Chapter 1, Title 23, United States Code, requires certain assurances on the part of the participating municipal government in the acquisition of any real property required for the implementation of such traffic safety programs; and

WHEREAS, The following streets in the City of Springfield are affected by traffic safety programs and the acquisition of rights-of-way in connection therewith:

(List attached as Exhibit "A")

NOW, THEREFORE, THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD DOES HEREBY RESOLVE AND GIVE THE FOLLOWING ASSURANCES:

1. That every reasonable effort shall be made to acquire the real property by negotiation.

2. That the construction of projects shall be so scheduled that to the greatest extent practicable, no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least ninety (90) days' written notice from the State or political subdivision having responsibility for such acquisition.

3. That it will be the policy of the City, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

Adopted by the Common Council of the City of Springfield this 26th day of October, 1970.

Mayor

ATTEST:

City Recorder

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1970
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

cc: C.E. Burghardt - FHWA

'A' Street	Mill to 10th
'A' Street	57th to 58th
'B' Street	Mill to 10th
Centennial Boulevard	w.c.l. to 28th
Centennial Boulevard	28th to Industrial (proposed)
Commercial	35th to 42nd
'D' Street	w.c.l. to 7th
'E' Street	3rd Street to 21st Street
'G' Street	48th to 52nd
Gateway	Harlow Road to Beltline
Harlow Road/Hayden Bridge Road	that portion in the city
High Banks Road	52nd to 58th
Industrial (E-W)	Industrial (N-S) to 35th
'J' Street	Mohawk Boulevard to 18th
Laura	'Q' to Harlow
'M' Street	Market to Mohawk Boulevard
Market Street	Parker to 'M'
Mill Street	South 'A' to 'B'
Mohawk Boulevard	'G' Street to Eugene-Springfield Highway
'N' Street	28th to 42nd
Parker Street	Market to Mohawk Boulevard
'Q' Street	Laura to Mohawk Boulevard
Thurston Road	58th to e.c.l.
4th Street	South 'A' to 'B'
5th Street	South 'A' to n.c.l.
6th Street	South 'A' to 'B'
7th Street	South 'A' to Centennial
8th Street	South 'A' to 'B'
9th Street	South 'A' to 'B'
10th Street	South 'A' to Centennial
14th Street	South 'A' to Mohawk Blvd. ('G' Street)
16th Street	'J' to Centennial
18th Street	'J' to Mohawk Boulevard
19th Street	Mohawk Boulevard to n.c.l.
21st Street	Main to Centennial
South 28th Street	s.c.l. to Main
28th Street	Main to 'N'
South 32nd	s.c.l. to Main
35th Street	Commercial to 'N'
42nd Street	Main to n.c.l.
48th Street	Main to 'G'
52nd Street	'G' to High Banks Road
57th Street	Main to 'A'
58th Street	'A' to High Banks Road
58th Street	Main to 'A' (proposed)
69th Street	Main to Thurston Road

F.A.P.

South 'A'	w.c.l. to Main Street
Main Street	w.c.l. to e.c.l.
Eugene/Springfield Highway	w.c.l. to Main Street

F.A.S.

2nd Street	South 'A' to 'Q'
2nd Street	'Q' Street to Beltline (proposed)
3rd Street	South 'A' to 'Q'
3rd Street	'Q' Street to Beltline (proposed)
Marcola Road	Eugene/Springfield Highway to n.c.l.
South 42nd Street	n.c.l. to Main Street

EXHIBIT "A"

TOPS

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 22, 1970

To: H. E. Mayfield

SUBJECT: Topics Project
Springfield

RECEIVED
COUNTY & CITY SECTION
OCT 23 1970
ENGR. COOR. OE RE UE
UPE OE RE RPE

At the Topics meeting October 12, 1970 with Lane County, they requested that we check to see if the right of way in the N.W. quadrant of Mohawk Interchange could be used in a trade for the new Q Street right of way. I have colored in yellow on the attached map that right of way outside the access control line that is presently occupied by Q Street.

Before any trade or sale to Lane County, I will need the following information:

1. Is the existing access control line (marked in red) alright for our present and future right of way needs?

2. If answer to #1 is no, indicate proposed right of way line.

3. Determine what right of way the county wants from the State in the trade or sale and what their right of way needs are north of the church.

4. Would the county object to controlling the access as marked in blue along Mohawk Blvd?

John Quiner II

JOHN QUINER II
Regional Construction Engineer

JQII/cw
Attach.
cc D. H. Moehring
Frank Hall
Dick Unrein

GPO 526476-734

18th. Street

W. Line, B.B. POWERS D.L.C. #81

E. Line, WM. C. SPENCER D.L.C. #80

RECEIVED
COUNTY & CITY SECTION
OCT 23 1970

Trustees of Presbytery of Willamette 80521
R141

J.C. Clark
438-294
90677

Orea RW 23023
R-122-GLD
30651

RW 23509
190-B
#629-42

RW 24299

RW 23930

RW 23930

Lone County
456-482
323-631

Lewis E. & Josie Doughty
23533
Reel 106 510

Reel 106-570

Reel 102-570

Reel 29 330

Reel 24 330

Reel 11 330

Reel 69 560

Word B 398 P 348

Model M Ellis
Reel 11 330 30452

Lot 348
421

Comp. 883,716.0
E. 344,124.5

Perm. top of bldg.

Old Fence

Public Utilities Easement

Power & Light Easement

Fence

Bldg.

Conc. P.

Asphalt

Gravel

Dirt

Curb

Sidewalk

Pole

Guy

Manhole

Catch Basin

Fire Hydrant

Water Valve

Gas Valve

Mail Box

Sign

Flag Pole

Tree

Shrub

Hedge

Rock

Retaining Wall

Steps

Gate

Cattle Guard

Cross Walk

Stop Sign

Traffic Light

Street Light

Telephone Pedestal

Telephone Booth

Power Pole

Transformer

Meter

Vault

Cable TV

Underground Electric

Underground Telephone

Underground Gas

Underground Water

Underground Sewer

Storm Sewer

Culvert

Ditch

Creek

River

Pond

Lake

Swamp

Marsh

Wetland

Flood Plain

Boundary

Property Line

Lot Line

Block Line

Section Line

Township Line

Range Line

Meridian

Baseline

Corner

Monument

Benchmark

Control Point

Triangulation Station

Traverse Station

Azimuth Mark

Reference Mark

Witness Corner

Offset

Tie

Bearing

Distance

Curve

Tangent

Radius

Delta

Arc

Chord

Point of Curvature

Point of Tangency

Point of Intersection

Point of Beginning

Point of Ending

Point of Reference

Point of Commencement

Point of Termination

Point of Deflection

Point of Compound Curvature

Point of Reverse Curvature

Point of Spiral

Point of Cusp

Point of Oscillation

Point of Inflection

Point of Contraflexure

Point of Maximum Curvature

Point of Minimum Curvature

Point of Zero Curvature

Point of Infinite Curvature

Point of Undefined Curvature

Point of Discontinuity

Point of Singularity

Point of Indeterminacy

Point of Ambiguity

Point of Uncertainty

Point of Error

Point of Correction

Point of Adjustment

Point of Compensation

Point of Balance

Point of Equilibrium

Point of Stability

Point of Instability

Point of Neutrality

Point of Indifference

Point of Preference

Point of Choice

Point of Decision

Point of Action

Point of Reaction

Point of Interaction

Point of Relation

Point of Connection

Point of Disconnection

Point of Separation

Point of Union

Point of Intersection

Point of Crossing

Point of Meeting

Point of Parting

Point of Joining

Point of Splitting

Point of Merging

Point of Diverging

Point of Converging

Point of Coinciding

Point of Overlapping

Point of Touching

Point of Tangency

Point of Contact

Point of Impact

Point of Collision

Point of Rebound

Point of Deflection

Point of Reflection

Point of Refraction

Point of Diffraction

Point of Scattering

Point of Absorption

Point of Emission

Point of Transmission

Point of Reception

Point of Detection

Point of Measurement

Point of Observation

Point of Sighting

Point of Aiming

Point of Firing

Point of Launching

Point of Landing

Point of Arrival

Point of Departure

Point of Return

Point of Origin

Point of Destination

Point of Journey

Point of Rest

Point of Motion

Point of Velocity

Point of Acceleration

Point of Deceleration

Point of Momentum

Point of Force

Point of Energy

Point of Power

Point of Work

Point of Time

Point of Space

Point of Matter

Point of Mass

Point of Weight

Point of Density

Point of Volume

Point of Area

Point of Length

Point of Width

Point of Height

Point of Depth

Point of Thickness

Point of Diameter

Point of Radius

Point of Circumference

Point of Perimeter

Point of Surface

Point of Edge

Point of Corner

Point of Vertex

Point of Face

Point of Side

Point of Top

Point of Bottom

Point of Front

Point of Back

Point of Left

Point of Right

Point of North

Point of South

Point of East

Point of West

Point of Northeast

Point of Northwest

Point of Southeast

Point of Southwest

Point of Center

Point of Origin

Point of Reference

Point of Beginning

Point of Ending

Point of Commencement

Point of Termination

Point of Deflection

Point of Compound Curvature

Point of Reverse Curvature

Point of Spiral

Point of Cusp

Point of Oscillation

Point of Inflection

Point of Contraflexure

Point of Maximum Curvature

Point of Minimum Curvature

Point of Zero Curvature

Point of Infinite Curvature

Point of Undefined Curvature

Point of Discontinuity

Point of Singularity

Point of Indeterminacy

Point of Ambiguity

Point of Uncertainty

Point of Error

Point of Correction

Point of Adjustment

Point of Compensation

Point of Balance

Point of Equilibrium

Point of Stability

Point of Instability

Point of Neutrality

Point of Indifference

Point of Preference

Point of Choice

Point of Decision

Point of Action

Point of Reaction

Point of Interaction

Point of Relation

Point of Connection

Point of Disconnection

Point of Separation

Point of Union

Point of Intersection

Point of Crossing

Point of Meeting

Point of Parting

Point of Joining

Point of Splitting

Point of Merging

Point of Diverging

Point of Converging

Point of Coinciding

Point of Overlapping

Point of Touching

Point of Tangency

Point of Contact

Point of Impact

Point of Collision

Point of Rebound

Point of Deflection

Point of Reflection

Point of Refraction

Point of Diffraction

Point of Scattering

Point of Absorption

Point of Emission

Point of Transmission

Point of Reception

Point of Detection

Point of Measurement

Point of Observation

Point of Sighting

Point of Aiming

Point of Firing

Point of Launching

Point of Landing

Point of Arrival

Point of Departure

Point of Return

Point of Origin

Point of Destination

Point of Journey

Point of Rest

Point of Motion

Point of Velocity

Point of Acceleration

Point of Deceleration

Point of Momentum

Point of Force

Point of Energy

Point of Power

Point of Work

Point of Time

Point of Space

Point of Matter

Point of Mass

Point of Weight

Point of Density

Point of Volume

Point of Area

Point of Length

Point of Width

Point of Height

Point of Depth

Point of Thickness

Point of Diameter

Point of Radius

Point of Circumference

Point of Perimeter

Point of Surface

Point of Edge

Point of Corner

Point of Vertex

Point of Face

Point of Side

Point of Top

Point of Bottom

Point of Front

Point of Back

Point of Left

Point of Right

Point of North

Point of South

Point of East

Point of West

Point of Northeast

Point of Northwest

Point of Southeast

Point of Southwest

Point of Center

SEE INSERT

S30°58'20"W

18th Street

Relinquished to City of Springfi...

Deed RW 25925

Lane Co. R 236 D 23331

Proposed Lane Co. to City of Springfield

Lane Co. to City of Springfield

Deed RW 23023 450'

Final Judgment RW 24299

Final Judgment RW 24919

Stone Found N. 882751.19 E. 1344.097.38

265+92.59 HWY = MK 6+00.93 Mohawk

265+95.10 HWY = MK 6+00.94 Mohawk

J.C. Clark 438-294

D.C. Ebbert 414-442

Inst # 26328

RW 22201 CLO

RW 22305 CLO

Inst # 30220

RW 17091

RW 17090

Acc/Dk 560

RM 560

Coiwell 411-576

E. Hall

Spencer D.L.C. #50

Public Utilities Easement

Willie Gloyne & Donna Gloyne 413 Road 100

Edmund E. Austin Mortgage 220

Lot

Lumsford

30612

30671

30677

30676

30678

39723

39728

32791

32792

32790

23565

23564

25

Scale 1" = 100'

Dick Unrein

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 14, 1970

To: MEMO TO THE FILE

SUBJECT: Meeting re Mohawk Road Topics Project - (Coordination Problem)

On Monday October 12, 1970, a meeting was held to "cement" relations between interested officials involved in the subject project. It was thought necessary due to some statements by Lane County that they had not been kept completely advised of some of the aspects of the project.

It was determined that no real "split" existed and the meeting was of some value. Thos attending were as follows:

Gerald Attig, Lane County
Al Driver, " "
Lew Freeman, " "
Hal Fleck City of Springfield
Ted Morgan " " "
Dick Unrein Highway Division
John Quiner " "
Harley Mayfield " "
Glen Clark " "

The county presented a slightly changed plan for their proposed work on the northerly end of the joint county-Topics project. Mayfield was to include this in his maps and submit a preliminary copy directly to city-county relations for submission to the Bureau for design-location approval.

The county requested the State to check right of way acquisition methods that might allow a trade involving church property in the N.W. quadrant of Mohawk Interchange.

RECEIVED
COUNTY & CITY SECTION
OCT 16 1970
☐ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ RPE ☑ CE ☑ RE ☐ RPE ☐

GPO 82475-724

It was thought that two completion dates might be required in the Topics contract in order to allow for possible differences in contract completion dates of county work and our Topics signal installation.

The county was positive bids would be called for in June 1971 and completion called for by September 1, 1971 on their portion of the overall work.

It was decided that the City of Springfield remain the coordinating agency for the Topics but that all parties concerned would make copies of all correspondence available to each other.

Glen L Clark

GLEN L.CLARK
Regional Traffic Engineer

GLC/cw
cc F. B. Crandall
Dick Unrein
H. E. Mayfield

OK

MEMO TO FILES
October 13, 1970

RE: TOPICS - Springfield
Mohawk Boulevard Signals

At the request of Lane County, a meeting was held on October 12, 1970, to discuss the coordination of efforts concerning the proposed TOPICS traffic signalization project on Mohawk Boulevard. This meeting was held in the Lane County Public Works Building with the following individuals in attendance:

Gerry Attig	Director of Public Works, Lane County
Al Driver	Assistant Director of Public Works, Lane County
Luther Freeman	Principal Engineer, Lane County
Hal Fleck	Public Works Director, Springfield
Ted Morgan	Traffic Engineer, Springfield
John Quiner	O.S.H.D.
Glen Clark	O.S.H.D.
Harley Mayfield	O.S.H.D
Richard Unrein	O.S.H.D

Gerry Attig stated that Lane County's schedule for relocating "Q" Street and other related reconstruction on Mohawk Boulevard is as follows:

1. Acquire right-of-way in near future.
2. Solicit bids in June 1971.
3. Award contract on July 1, 1971, or after.
4. Project completion date of September 1, 1971.

I asked that the County withhold acquiring any right-of-way until design-location approval for the TOPICS project was granted by the FHWA. Lane County is to furnish Harley Mayfield with changes in their plans so that he can incorporate them into plans to be used for design-location approval.

It was suggested that the TOPICS project be let in the spring of 1971 with the contractor being advised that the "Q" Street relocation work would not be completed until September of 1971.

Richard Unrein
Urban Engineer
County & City Section

RU:mm
cc: C. T. Keasey
F. B. Crandall
L. H. Young
F. L. Hall

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

ENGR. COOR. OE AE UE
OPE CE RE RPE

October 7, 1970

Mr. Ted E. Morgan
Traffic Engineer
346 Main Street
Springfield, Oregon 97477

Dear Ted,

In answer to your questions regarding the dedication of right of way for the extension of "M" Street, it will not be necessary for you to obtain a formal appraisal, but even though all parties concerned are aware of what the property is worth, federal regulations require that when federal funds are to be used on a project, all owners of property to be acquired for the project must be informed in writing of the fair market value of their property prior to acceptance of a deed by the City. You indicate that you have comparable sales and leases in the vicinity. These would be sufficient to establish the value of the land to be acquired.

Please send this office a copy of your letter to the owner for our records.

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer

RB:ljt

cc: D. E. Keyes
C. T. Keasey
G. K. Hossner, FHWA

TOPS

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

346 MAIN STREET
747-4221

October 5, 1970

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1970
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Richard Bladorn
Urban Program Engineer
County and City Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Bladorn:

A few questions have come up regarding your letter of September 24, 1970 wherein you indicated that "the owner was informed of the 'fair market value' prior to dedication".

In this particular case you should be made aware of the following facts in order to answer the questions we have.

1. The property we plan to use for right-of-way is located within the property lines of the Mayfair Shopping Center owned by Mr. Miles McKay. In the last year, two new commercial businesses have opened in the center, the Health Spa and Abbey's Pizza. Both are property lease businesses. Because of this we feel Mr. McKay is fully aware of his land values.

2. Recently, the U.S. National Bank has purchased property within two blocks of this area. We feel that if land values are a prerequisite to acquiring the dedication for 'M' Street this transaction would suffice.

3. Mr. McKay has indicated to us verbally that he is willing to dedicate this property for roadway use in-as-much as it is now being used as a roadway into the center.

Our questions are: (1) As long as Mr. McKay knows what his land is worth do we need to apprise him of this fact? (2) If we do need to inform Mr. McKay must we obtain a formal appraisal for $200 to $500 or would other recent land sales of like type and land use suffice?

Your early response will be appreciated.

Very truly yours,

T. E. Morgan

Ted E. Morgan
Traffic Engineer

cc: DE. Keyes
C.T. Keasey
G.K. Hossner - FHWA

TEM:gyp

1190

NOTICE

Notice is hereby given that the City of Springfield proposes to improve the Mohawk Boulevard from "I" Street to Mohawk Road and ~~the~~ "Q" Street from 15th Street to Mohawk Boulevard sections lying within or near the City of Springfield, Lane County, Oregon.

The proposal consists of a TOPICS project to increase the lane widths of Mohawk Boulevard between "I" Street and 16th Street from four, 10 foot lanes to four, 12 foot lanes by reducing the island widths and signalization of the intersections of Mohawk Boulevard and Mohawk Road WB exit ramp, EB exit ramp, "M" Street and Centennial Boulevard, and the relocation of "Q" Street to the north at Mohawk Boulevard.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request for a hearing should be directed to Ted E. Morgan, Traffic Engineer, Department of Public Works, 346 Main Street, Springfield, Oregon, on or before July 29, 1970.

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
ENGR. ☐ CONST. ☐ ☐ ☐ ☐
UPE ☐ CE ☐ RE ☐ RPE ☐

Blaine L. Martin

Blaine L. Martin, Recorder

City of Springfield, Oregon

1st notice at least 21 days (July 8) before July 29, 1970

2nd notice at least 14 days (July 15) before July 29, 1970

GUARD PUBLISHING COMPANY

P. O. BOX 1232 PHONE (503) 345-1581
EUGENE, OREGON 97401

Legal Notice 3000

Legal Notice Advertising

•DEPARTMENT OF PUBLIC WORKS
•346 Main Street
•Springfield, Oregon 97477

☐ Tearsheet Notice
☐ Duplicate Affidavit

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,)
COUNTY OF LANE,) ss.

I, Mary Beyerl, being first duly sworn, depose and say that I am the Advertising Manager, or his principal clerk, of the Eugene Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state, that the

NOTICE

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues:

July 8, and 15, 1970

Mary Beyerl

Subscribed and sworn to before me this JUL 15 1970

Notary Public for Oregon

My Commission Expires: 4/17/74

a/c 0-2-624

3000 AFFIDAVIT

NOTICE

Notice is hereby given that the city of Springfield proposes to improve the Mohawk Boulevard-"I" Street to Mohawk Road and the "Q" Street-15th Street to Mohawk Boulevard sections lying within or near the City of Springfield, Lane County, Oregon.

The proposal consists of a TOPICS project to increase the lane widths of Mohawk Boulevard between "I" Street and 16th Street from four, 10 foot lanes to four, 12 foot lanes by reducing the island widths and signalization of the intersections of Mohawk Boulevard and Mohawk Road WB exit ramp, EB exit ramp, "M" Street and Centennial Boulevard, and the relocation of "Q" Street to the north at Mohawk Boulevard.

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BLAINE L. MARTIN
Recorder
City of Springfield,
Oregon

No. 3000—July 15, 1970.

Affidavit of Publication

STATE OF OREGON, COUNTY OF LANE - ss

I, ... Bartra Bagley ..... being duly sworn, depose and say that I am the ..... Principal Clerk ....., of the Springfield News, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Springfield in the aforesaid county and state: that the

NOTICE

Proposal to improve the Mohawk Boulevard from "I" Street to Mohawk Road and "Q" Street from 15th Street to Mohawk Boulevard sections lying within or near the City of Springfield, Lane County, Oregon.

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for ..... two ..... successive and consecutive weeks in the following issues:

..... July 8,15, 1970 .....

THE SPRINGFIELD NEWS

By Bertra Bagley

Subscribed and sworn to before me this ...15th... day of ..... July ..... 19..70..

..... Notary Public for Oregon

My Commission expires ..... May 20, 1974 .....)

NOTICE

Notice is hereby given that the City of Springfield proposes to improve the Mohawk Boulevard from "I" Street to Mohawk Road and "Q" Street from 15th Street to Mohawk Boulevard sections lying within or near the City of Springfield, Lane County, Oregon.

The proposal consists of a TOPICS project to increase the lane widths of Mohawk Boulevard between "I" Street and 16th Street from four, 10 foot lanes to four, 12 foot lanes by reducing the island widths and signalization of the intersections of Mohawk Boulevard and Mohawk Road WB exit ramp, EB exit ramp, "M" Street and Centennial Boulevard, and the relocation of "Q" Street to the north at Mohawk Boulevard.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request for a hearing should be directed to Ted E. Morgan, Traffic Engineer, Department of Public Works, 346 Main Street, Springfield, Oregon, on or before July 29, 1970.

BLAINE L. MARTIN,
Recorder
City of Springfield, Oregon
Publish: July 8, 15
Jy.8,15 (53)

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
☐ ENGR. ☑ CLDR. ☐ ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
AUG 27 1970

I-5010(3)
11601

August 10, 1970

City of Springfield
City Hall
Springfield, Oregon 97477

MISC. CONTRACTS and AGREEMENTS No. 4019

Attn: N. L. Teague
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Mohawk Road-"I" Street Section Project on Mohawk Boulevard.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
Attachment

cc H. S. Cox
(agreement attached)

Klabon

TRANSACTION NUMBER 6-44 AND 6-45

RM PR-48
V. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 6-19-70
BY (Signature): MR. YOUNG'S JUNE 10, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1*
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 13 THRU 14

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
13	T-5019(2)	0.0	40,000	25,410	BIDDLE ROAD & CRATER LAKE AVENUE ON STEVENS ST. (MEDFORD)	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS, SIGNS AND ILLUMINATION
14	T-5010(3)	1.14	152,350	96,700	MOHAWK ROAD TO "I" ST. ON MOHAWK BLVD. (SPRINGFIELD)	PRELIMINARY ENGINEERING, GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS

OTHER IDENTIFICATION AND/OR REMARKS (State)

6-19-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED ON BOTH ITEMS WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO REQUEST LOCATION/DESIGN APPROVAL.

Yours 6-22-70 R. E. Kline

RECEIVED JUN 22 1970

FOR FILING DATE 6-22-70 7601

RECOMMENDED
SIGNATURE AND TITLE
DATE 6-19-70

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 12 1970
FOR FILING

T-5010(3)
76C1

June 10, 1970

Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following TOPICS projects in Portland.

Item No.	Project No.	Name
13	T-5010(2)	Stevens St. at Biddle Road and Crater Lake Ave. (Medford)
14	T-5010(3)	Mohawk Road-"I" Street Section of Mohawk Blvd. (Springfield)

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Enclosure
cc: R. N. Chase

TOPS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 10, 1970

Mr. H. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

NOTED
H. S. COX

Dear Sir:

We are submitting program data for two TOPICS Projects, Items Nos. 13 and 14, which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

Each of the project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain BPR location/design approval for each project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation for each project as soon as location/design approval is granted.

These projects are programmed under the provisions of paragraph 8b of PPM 21-18 so all steps set forth therein will be completed with reasonable certainty within the 18-month limitation. A copy of the cities' request for the TOPICS Project is enclosed.

Clearinghouse approvals for each project are enclosed.

Item No. 14, Project T-5010(3), in the City of Springfield consists of preliminary engineering and construction on a Federal-Aid Secondary Highway Route FAS 228 (northerly end of project)(19th Street) as well as a Primary Type II Highway (Mohawk Blvd.) (southerly end of project).

NOTED
MAINOR C. HOLMES

RECEIVED
JUN 12 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNRE

NOTED

This is to certify that this project will have a priority which indicates the improvement for maximum benefits should be accomplished at this time and as the Highway Division has obligated all available Secondary Federal-Aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 20-18 using TOPICS Funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

OK

CENTRAL LANE PLANNING COUNCIL
1643 OAK STREET
EUGENE, OREGON 97401
PHONE 342-1757

May 28, 1970

NOTED
L. S. COX

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The Central Lane Planning Council met on May 20, 1970 and considered the Mohawk Boulevard TOPICS Program in the City of Springfield and Lane County's Belt Line Road FAS 860 project. In each case the Council unanimously agreed that the project was of regional significance; was an integral part of the ongoing transportation plan; and would implement the plan.

Attached are the staff reports for your information. The Technical Advisory Committee of the Eugene-Springfield Area Transportation Study considered inadequate the allowable weaving distance between the on-ramp at the Northwest Expressway and the off-ramp at Prairie Road. Mr. Attig (Public Works Director for Lane County) assured CLPC the designed weave movement was adequate.

Very truly yours,

Larry Rice
Executive Secretary

RECEIVED
JUN 1 - 1970
[illegible] DIVISION

181-m
Attachments (2 Reviews)
cc-Ted Dec, U.S. Dept. of Transportation, Portland
-Robert Schroeder, TAC Chairman, E-SATS
-Dave Pedersen, Local Government Relations

NOTED
MAINOR C. HOLMES

RECEIVED
MAY 29 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. H. PRANGE

NOTED
R. W. ELLISON

NOTED
RICHARD UNREIN

CC's

NOTED
DON HARWELL

Noted
Oscar H. Norberg

A-95 and SECTION 204

REVIEW OF HIGHWAY INTERSECTION IMPROVEMENTS,
STREET WIDENING AND TRAFFIC SIGNALIZATION
under the
"TOPICS" PROGRAM
(Traffic Operations Program to Increase Capacity and Safety)

RECEIVED
JUN 2 - 1970
ENGINEER
COUNTY & CITY DIVISION

Applicant: City of Springfield

Project Location: Mohawk Boulevard between Mohawk Road and "I" Street

Description

Mohawk Boulevard is a Tentative FAP, Type II System.

The proposed project involves:

1. Widening Mohawk Boulevard by reducing the median island width from 20 feet to 12 feet to provide two 24-foot roadways between "I" Street and 16th Street.

2. Installation of multiphase traffic control signals on Mohawk Boulevard that are integrated into a computerized system at the following locations:

   a. Intersection of "Q" Street, Mohawk Road and 19th Street (Mohawk Boulevard). (Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Boulevard which is adjacent to the westbound on-ramp of the Eugene-Springfield Highway to a location directly opposite Mohawk Road.)

   b. Westbound exit ramp of Eugene-Springfield Highway.

   c. Eastbound exit ramp of Eugene-Springfield Highway.

   d. "M" Street.

   e. Centennial Boulevard (Revise existing traffic control signal.)

Estimated Cost: $150,000; Federal share $90,000; State $30,000; Springfield $30,000.

Number of Lanes: (Mohawk Boulevard): Four 12-foot lanes; no parking.

Traffic: (Mohawk Boulevard): 10,000 to 13,000 ADT.

Right-of-way: (Mohawk Boulevard): Existing 60-80 feet; no additional R/W needed.

Existing Facility: (Mohawk Boulevard): Four-lane curbed street section varying in width. Curbed median island, southerly portion.

Hearing: All TOPICS work within existing right-of-way; however, opportunity for public hearing will be required for proposed county work.

NOTED
RICHARD UNREIN

General Statement

The existing four-lane divided highway between "I" Street and 16th Street has 10-foot driving lanes. Lane width has proven to be too narrow in view of each lane having a curb, with the tendency of drivers to "shy away" from the curb, thereby crowding the dividing line between lanes. Widening to 12-foot lanes will compensate for the "shy" distance, although it will narrow the median strip from 20 feet to 12 feet. Sacrificing a portion of the median strip is unfortunate, but justifiable under the circumstances.

The realignment of the "Q" Street frontage road to meet Mohawk Road as proposed by Lane County will correct the confusing and hazardous connection that now exists.

Howard W. Buford
Director of Planning
Central Lane Planning Council

5/20/70

Topic 3

EXECUTIVE DEPARTMENT

Klabo

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

May 21, 1970

NOTED
H. S. COX

RECEIVED
MAY 28 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

STEVENS STREET AT BIDDLE ROAD AND CRATER LAKE AVENUE
(MEDFORD)
CITY OF ROSEBURG URBAN AREA
MOHAWK ROAD - "I" STREET SECTION OF MOHAWK ROAD
(SPRINGFIELD)

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals. Comments described them as consistent with local planning and in the interest of improved traffic flow.

We are pleased to add our approval.

Edward G. Westerdahl, II

NOTED
F. B. KLABOO

NOTED
R. W. ELLISON

5-27-70

REFERRED TO NOTED
MANNOR C. HOLMES

By Asst. Sta...

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON...

Ellis
cc's

OREGON STATE HIGHWAY COMMISSION

AUTHORITY FOR SURVEY

Section "I" Street Section of Mohawk Blvd. (Springfield)

Highway FAS-278 MOHAWK BLVD

County Lane

Date May 12, 1970

Authorization No. 1

Survey Prefix 20-0601 (Assigned by Salem office)

Description of termini, route, length, etc.: The beginning of this project is at the intersection of Mohawk Road and Mohawk Blvd. The termini is at the intersection of Centennial Blvd. and Mohawk Blvd. The length of this project is 0.65 miles in length.

Purpose of survey: Install multi-phase traffic control signals on Mohawk Blvd. that are integrated into a computerized system at the following locations: Intersection of "Q" St., Mohawk Road and 19th St., the west bound exit-ramp of the Eugene-Springfield Highway, The east bound exit-ramp of the Eugene-Springfield Highway, "M" Street, Centennial Blvd. and the widening of Mohawk Blvd. between 16th St. and "I" St. to provide two 24-foot roadways. This is the City of Springfield's proposed TOPICS project.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Estimate of cost:

Field Survey	(901)	$2,600.00
Final Design	(905)	150.00
Traffic	(911)	3,000.00
Specifications	(921)	100.00

Total estimated cost of survey $5,850.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

F. D. Morrison
F. D. Morrison Field Engineer

Recommended for Approval:

John Quiner
Division Engineer

Recommended for Approval:

T. J. Barber
Design Engineer

Approved:

B. K. Cox
Asst. State Highway Engineer

State Printing Dept. 23580

PROGRAM & PLAN. DIV.
P. E. APPR. 6-19-70
FED. AID ITEMS STATE

TRANSACTION NUMBER 6-44 AND 6-45

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-19-70

BY (Signature): MR. YOUNG'S JUNE 10, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 13 THRU 14

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
13	T-5019(2)	0.0	40,000	25,410	BIDDLE ROAD & CRATER LAKE AVENUE ON STEVENS ST. (MEDFORD)	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS, SIGNS AND ILLUMINATION
14	T-5010(3)	1.14	152,350	96,700	MOHAWK ROAD TO "I" ST. ON MOHAWK BLVD. (SPRINGFIELD)	PRELIMINARY ENGINEERING, GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS

OTHER IDENTIFICATION AND/OR REMARKS (State)

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED ON BOTH ITEMS WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO REQUEST LOCATION/DESIGN APPROVAL.

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDSON

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
NOTED R. H. PRANGE	NOTED H. S. COX Noted Oscar H. Norberg NOTED RICHARD BLADORN	6-19-70 NOTED RICHARD UNREIN	Original signed by R. E. Simpson Division Engineer R. E. SIMPSON, DIVISION ENGINEER NOTED DON HARWELL

* Programming approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 6-45

DATE SUBMITTED TO W. O. JUN 19 1970

FORM PR-1 (REV. 4-61) 6/10/70

FEDERAL-AID P (PPM

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
CARD 2	1 (19) (20)	City of Springfield, 19th St. and Mohawk Blvd. 21 45	ADT	10,000 13,000	18,000 23,000 (66) (70)	90 (71)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
CARD 3	P.E., Gr., Dr., H.T. Pave., Signals 26 62	(63) (65)	(66) (69)	(69)	(70)	(71)	B-3 (72) (73)	(74)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	TOPICS	
	NAME OF URBAN AREA 17-31 Eugene (Springfield) 161	ROUTE NO. T / FEDERAL-AI

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5	10			1	PE	3	City of Springfield, 19th St. and Mohawk Blvd. at Mohawk Rd., Eugene-Springfield Hwy., M St., Centennial Blvd. and 16th St. to I St.	1.14	5,850	3,700
5					ROW					
5	30			3	CONST (CODE) 6201 Y031	3		1.14	146,500	93,000
								1.14	152,350	96,700

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

JUN 19 1970
B.P.R. OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
k (65)	ADT	10,000 13,000	18,000 23,000 (66)	90 (70)(71)(72)	08	Oregon	35 (2)(3)	077 (4)(9)	14 (14)(16)

PV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (29)	SEQ. NO. (7)(13)	T. Projects Only POST MI. (24)(26)	DESIG. (27)
			B-3		T-	5010(3)			

	COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
	Lane	039	[ ] 1 OR [X] 2

	ROUTE NO.	FEDERAL-AID	STATE (32)	U.S. (36)(37)(41)
	T 161		City Sts.	

MILES (54)(56)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1.14	5,850	3,700	1,075	1,075 (City)	P.E. all phases, Gr., dr., H.T. pave. (widen to provide 4-12' lanes from "I" to 16th St.), traffic signals
1.14	146,500	93,000	26,750	26,750 (City)	ROW-80' max.; Access Control-none; Park. Restrictions-none.
1.14	152,350	96,700	27,825	27,825 (City)	

(16) (23)(24) (33)

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Preliminary Engineering (Field Work $5,600
(PS & E Prep. 250
$5,850

USCOMM DUSCOMM-DC 46905-P61

19TH ST. & MOHAWK BLVD. FROM MOHAWK RD. TO "I" ST. (SPRINGFIELD)
PROJECT T-5010(3)

Existing Facility: City street section 4-lane traffic. 19th Street from Mohawk Road to McKenzie Hwy. (FAS 228) and Mohawk Blvd. from McKenzie Hwy. to "I" Street (Type II Primary).

Project Data: The proposed project consists of preliminary engineering, all phases; widen Mohawk Blvd. from "I" Street to 16th Street to 4-12' lanes by reducing median width from 20' to 12' which requires grading, high-type pavement and curbs; install multi-phase traffic signals on 19th Street and Mohawk Blvd. integraded into a computerized system at the following intersections:

1. "Q" Street, Mohawk Road and 19th Street
2. Westbound exit ramp from McKenzie Hwy. at Mohawk Blvd.
3. Eastbound exit ramp from McKenzie Hwy. at Mohawk Blvd.
4. "M" Street at Mohawk Blvd.
5. Centennial Blvd. at Mohawk Blvd.

System Action, Railroads, Airports, Water Development, Recreation and Historical Areas - None involved.

Public Hearing: Offer of hearing is required and held if requested (by the City or the County) as R/W is required to relocate "Q" Street (Primary Type II Hwy.) intersection to 19th Street. (See Unusual Circumstances below.) Relocation assistance payments, if any required, will be made by party obtaining R/W.

Unusual Circumstances: Lane County is revising the intersection of FAS 228 (Mohawk Rd.) and 19th Ave. to provide a connection to "Q" St. The existing connection of "Q" St. to Mohawk Blvd. is to be terminated and "Q" Street rerouted as above. This work is to be done by Lane County without Federal participation as "Q" Street is not on the County Federal-Aid System. However, "Q" Street is on the proposed Type II Primary System. Right of way will be required for the shift of "Q" St. location.

State Clearinghouse approval - May 21, 1970.

District Clearinghouse "Central Lane Planning Council" approval and Section 204 review - May 28, 1970.

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

t

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ed

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St.

MEMO TO R. L. SCHROEDER
April 22, 1970

PROJECT DATA

Type of Project: TOPICS

System: Tentative FAP, Type II

Location: Mohawk Road-"I" Street Section of Mohawk Boulevard

Description: Install multiphase traffic control signals at five locations along Mohawk Boulevard that are integrated into a computerized system. Widen Mohawk Boulevard between 16th Street and "I" Street by reducing median island width from 20 feet to 12 feet to provide for two 24-foot roadways.

Traffic control signals to be installed at following locations:

Intersection of "Q" Street, Mohawk Road and 19th Street (Mohawk Boulevard). (Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Blvd., which is adjacent to the westbound on-ramp of the Eugene-Springfield Highway, to a location directly opposite Mohawk Road.)

Westbound exit-ramp of the Eugene-Springfield Highway.

Eastbound exit-ramp of the Eugene-Springfield Highway.

"M" Street.

Centennial Boulevard. (Revise existing traffic control signal.)

Estimated Cost: $150,000

Number of Lanes (Mohawk Boulevard): Four 12-foot travel lanes, no parking.

Traffic (Mohawk Boulevard): 10,000 to 13,000 ADT.

Right-of-way (Mohawk Boulevard): Existing 60'-80', no additional right-of-way needed.

Existing Facility (Mohawk Boulevard): Four-lane curbed street section varying in width. Curbed median island, southerly portion.

Hearing: All TOPICS work within existing right-of-way; however, opportunity for public hearing will be required for proposed County work.

RU:mm

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: MOHAWK ROAD - "I" STREET SECTION OF MOHAWK ROAD (SPRINGFIELD)

April 23, 1970

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No X.....(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District 5 City Springfield

County Lane Special District(s) (if applicable) .....

Other affected jurisdictions/agencies.....

3. **Federal Program**

Common Program Name Federal Aid TOPICS

Authorizing Legislation Title 23, USC Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application.....

---

4. **Estimated Project Cost**

Federal Share $ 90,000
Loan..... Grant X
Local Applicant Share (Springfield)
(if any) $ 30,000
State Agency Share $ 30,000
Other (Specify) $ - -

Total $ 150,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....

5. **Period Covered by Projects**

Beginning date Preliminary engineering to start immediately.
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) indeterminate

Approximate ending date indeterminate

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** September 1, 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

FAP, Type II and FAS 228 Routes

Project to consist of preliminary engineering, traffic control signals, street widening, and incidental work to increase capacity and safety of the existing facility.

This project is to install multi-phase traffic control signals on Mohawk Blvd. that are integrated into a computerized system at the following locations:

Intersection of "Q" Street, Mohawk Road and 19th Street (Mohawk Blvd.) (Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Blvd., which is adjacent to the west-bound on-ramp of the Eugene-Springfield Highway, to a location directly opposite Mohawk Road.)

West-bound exit-ramp of the Eugene-Springfield Highway.

East-bound exit ramp of the Eugene-Springfield Highway.

"M" Street.

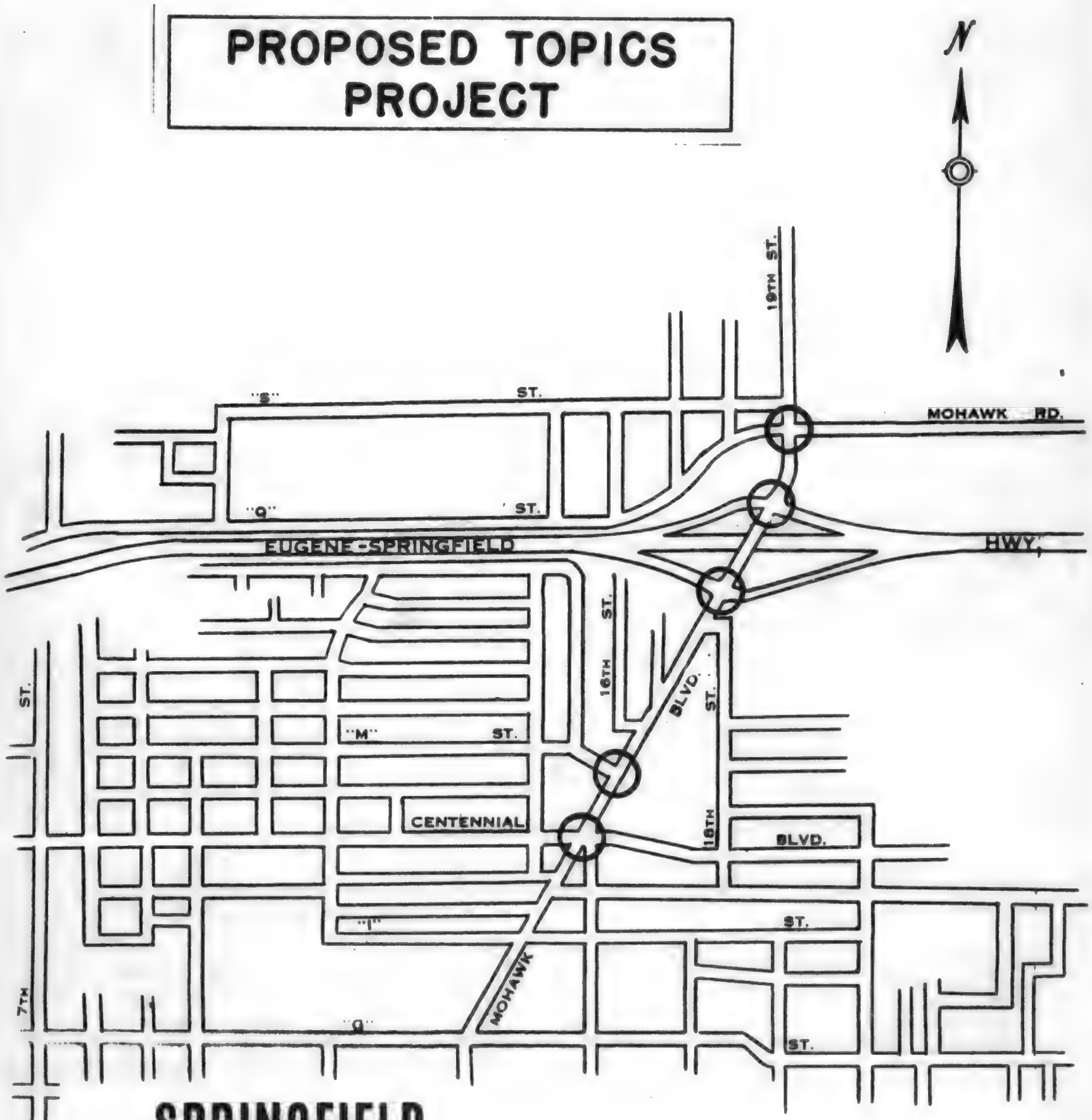
Centennial Blvd. (Revise existing traffic control signal.)

Widen Mohawk Blvd. between 16th Street and "I" Street by reducing median island width from 20 feet to 12 feet to provide for two 24-foot roadways.

The objectives of this project are to meet the goals for a liveable Oregon by minimizing traffic crashes, injuries, loss of life, and property damage due to motor vehicle transportation.

See attached map for geographic location.

PROPOSED TOPICS PROJECT



SPRINGFIELD

TOPS
Springfield
Lane Co

NOTED
H. S. COX

RECEIVED
APR 21 1970
ENGINEER
COUNTY & CITY DIVISION

April 17, 1970

Mr. Glen Clark, Traffic Engineer
Oregon State Division of Highways
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

In response to our telephone conversation of April 14, 1970 on the proposed Mohawk Boulevard-Marcola Road Speed Survey, the following facts are given:

1. There is a plan to relocate the 'Q' Street connection to Mohawk Boulevard from its present location on the interchange, northward to 19th Street in alignment with the projection of the tangent section of Marcola Road. This is to be taken care of by Lane County sometime this year (1970 construction season). See the attached sketch.

2. Included in this project will be the vacation of the curved portion of Mohawk Boulevard-Marcola Road at or near the intersection of 19th Street and Mohawk Blvd.

3. We have a TOPICS project proposal submitted to the Salem office to signalize the new intersection of 19th Street and 'Q' Street and other intersections along Mohawk Boulevard.

It is therefore our opinion that reconsideration should be given to conducting a speed survey of this area at this time. We feel that it would not be in the best interest of all agencies involved in as much as present traffic conditions are subject to change within the next six months to a year.

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aransmeier

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Further information on the scheduling may be obtained from the City-County ~~Relations~~ Dept. in Salem or from Lane County Public Works.

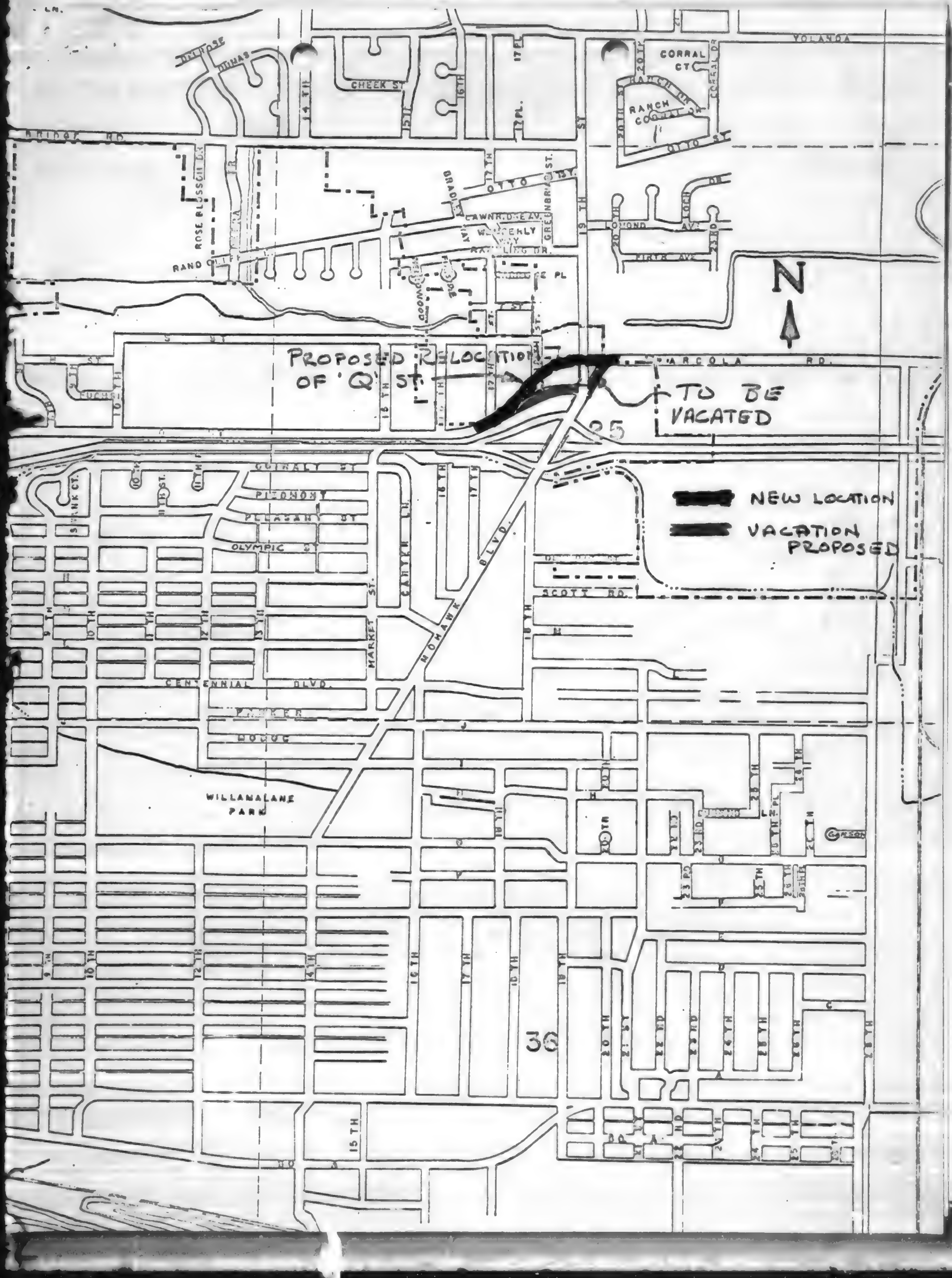
Very truly yours,

Ted E. Morgan
Traffic Engineer

TEM:gyp
Encl.

cc: Richard Unrien

bcc: Hal w/encl.
Subj. 1570
Chrono. 1180


PROPOSED RELOCATION OF 'Q' ST.
TO BE VACATED
NEW LOCATION
VACATION PROPOSED
N
YOLANDA
CORRAL CT
RANCH CT
RANCH COURT
OTTO ST.
BRIDGE RD.
CHEEK ST.
ROSE BLOSSOM DR.
RANDOLPH
GREENBRIAR
DIAMOND AVE.
FIRVA AVE.
ARCOLA RD.
SCOTT RD.
QUINALT ST.
PIEDMONT
PLEASANT ST.
OLYMPIC
MARKET ST.
MOHAWK BLVD.
CENTENNIAL BLVD.
PARKER
DOUG
WILLAMALANE PARK
25
30
36

RECEIVED
APR 15 1970
.. FOR FILING

T-5010(3)
7601

April 15, 1970

Oregon State Highway Commission

Gentlemen:

There will be before you at the April 21 Commission meeting requests from the cities of Medford, Roseburg, and Springfield for Federal Aid TOPICS projects.

The City of Medford is requesting the installation of two traffic-control signals on Stevens Street at Biddle Road and Crater Lake Avenue. The TOPICS funds for this project are estimated at $40,000, of which $8,000 will be the cost to the State.

The City of Roseburg is requesting that the State develop an Areawide TOPICS Plan for the Roseburg urban area which will determine TOPICS projects and their priorities. This study is estimated to cost approximately $4,000, of which $800 is the estimated State share.

The City of Springfield is requesting a signalization and widening project along an 0.8-mile long corridor on Mohawk Boulevard in the north area of the city. Five multiphase traffic-control signals would be installed along this corridor that would be integrated into a computerized system. A portion of Mohawk Boulevard between 16th Street and "I" Street would be widened to provide for more adequate lane widths. This project will require approximately $150,000 in TOPICS funds that will include an estimated $30,000 in State funds.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
C. T. Keasey

RU:mm sr

RECEIVED
JUN 11 1970
FOR FILING

F-5010(3)
#7601

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Proposed TOPICS Projects

BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Medford, Roseburg, and Springfield.

Medford is requesting approval of a project on Stevens Street which requires the installation of a fully-actuated traffic-control signal at Biddle Road and the installation of a pre-timed traffic-control signal at Crater Lake Avenue. Total cost of this project is estimated at $40,000 of which approximately $8,000 would be the cost to the State; $1,200 of the total cost is for preliminary engineering.

The City of Roseburg is requesting that state forces develop an Areawide TOPICS Plan for the Roseburg urban area. This is similar to the Ontario, Medford, and Pendleton plans and is estimated to cost $4,000 of which approximately $800 will be the cost to the State. The City has signed a letter-form agreement for this study and we have their advance deposit of $800.

The City of Springfield is requesting a signalization and widening project along an 0.8 mile long corridor on Mohawk Boulevard in the north area of the city. The City has stated that Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Boulevard, which is adjacent to our westbound on-ramp of the Eugene-Springfield Highway, to a location directly opposite Mohawk Road. The proposed project would consist of installing multi-phase traffic-control signals that are integrated into a computerized system at this new "Q" Street intersection and at four other intersections (our east and westbound exit ramps, "M" Street, and Centennial Boulevard). The portion of Mohawk Boulevard between 16th Street and "I" Street would be widened by removing four feet off each side of the median island. The signalization portion of the project is estimated to cost $122,000. The City had also requested that traffic signals be installed at Centennial Boulevard and Market Street and at 18th Street and Mohawk Boulevard, but the available TOPICS funds (1970 and 1971) preclude these installations and it is doubtful that the intersections would meet the required warrants. The widening work is estimated at $24,500 and preliminary engineering for the entire project is estimated at $3,500. This results in a total project cost of $150,000; of this amount $30,000 will be the cost to the State.

SP°52475.734

These projects have been reviewed with the BPR and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $194,000; of this amount $38,800 will be the State's share. This will bring the total projects approved by the Commission to $704,200 which represents about 25% of the available 1970 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the April 21 meeting. A draft of a suggested letter to the Commission is attached.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:mm

Att: Tab. 70-c

RECEIVED
APR 14 1970
OFFICE OF
STATE AID ENGINEER

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
MEDFORD	Stevens Street at Biddle Road and Crater Lake Avenue Signals	$ 40,000	$ 8,000
ROSEBURG	Roseburg Urban Area Areawide TOPICS Plan	4,000	800
SPRINGFIELD	Mohawk Road-"I" Street Mohawk Blvd. Signals and widening	150,000	30,000
	TOTAL NEW PROJECTS	$194,000	$38,800

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	510,200	510,200
Unprogrammed Balance	$2,232,800	$2,232,800
Projects Proposed 4/21/70	194,000	194,000
Unprogrammed Balance	$2,038,800	$2,038,800

Copy for minutes

70-c
4/10/70

CITY OF SPRINGFIELD
PROPOSED TOPICS PROJECT (1970 Funds)

Mohawk Road (FAS 228) - "I" Street Section of Mohawk Blvd., (FAP, Type II and FAS 228). Traffic control signals and widening, $150,000.

Install multi-phase traffic control signals on Mohawk Blvd. that are integrated into a computerized system at the following locations:

Intersection of "Q" Street, Mohawk Road and 19th Street (Mohawk Blvd.) (Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Blvd., which is adjacent to the west-bound on-ramp of the Eugene-Springfield Highway, to a location directly opposite Mohawk Road.)

West-bound exit-ramp of the Eugene-Springfield Highway.

East-bound exit ramp of the Eugene-Springfield Highway.

"M" Street.

Centennial Blvd. (Revise existing traffic control signal.)

Widen Mohawk Blvd. between 16th Street and "I" Street by reducing median island width from 20 feet to 12 feet to provide for two 24-foot roadways.

The City of Springfield is requesting a signalization and widening project along an 0.8 mile long corridor on Mohawk Boulevard in the north area of the city. The City has stated that Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Boulevard, which is adjacent to our westbound on-ramp of the Eugene-Springfield Highway, to a location directly opposite Mohawk Road. The proposed project would consist of installing multi-phase traffic-control signals that are integrated into a computerized system at this new "Q" Street intersection and at four other intersections (our east and westbound exit ramps, "M" Street, and Centennial Boulevard). The portion of Mohawk Boulevard between 16th Street and "I" Street would be widened by removing four feet off each side of the median island. The signalization portion of the project is estimated to cost $122,000. The City had also requested that traffic signals be installed at Centennial Boulevard and Market Street and at 18th Street and Mohawk Boulevard, but the available TOPICS funds (1970 and 1971) preclude these installations and it is doubtful that the intersections would meet the required warrants. The widening work is estimated at $24,500 and preliminary engineering for the entire project is estimated at $3,500. This results in a total project cost of $150,000; of this amount $30,000 will be the cost to the State.

NOTED
HAROLD
REYNOLDSON

FORM E-20 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1970

NOTED
H. S. COX

SUBJECT: TOPICS Project
Mohawk Boulevard
City of Springfield

To: Mr. H. S. Cox
County-City Engineer
B U I L D I N G

Attention: Richard Unrein

In response to your request, the following shows our estimate for the traffic signal portion of the above project:

Intersection	Signal Type	Estimated Cost
19th Street & Marcola Road	5-phase	$ 28,000
Mohawk Boulevard Interchange	3-phase	30,000
Mohawk Boulevard & 18th Street	3-phase	23,000
Mohawk Boulevard & "M" Street	3-phase	23,000
Centennial Blvd. & Market Street	3-phase	23,000
Mohawk Blvd. & Centennial Blvd. Interconnection	Revise	15,000
Preliminary Engineering		26,000
		3,000
Total Estimated Cost		~~$148,000~~ 171,000 - 46,000 125,000

delete Low warrants

We have not estimated the cost of the work at the intersections of 14th Street with Main and "A" as they will not be a part of the project.

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

RECEIVED
APR - 7 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

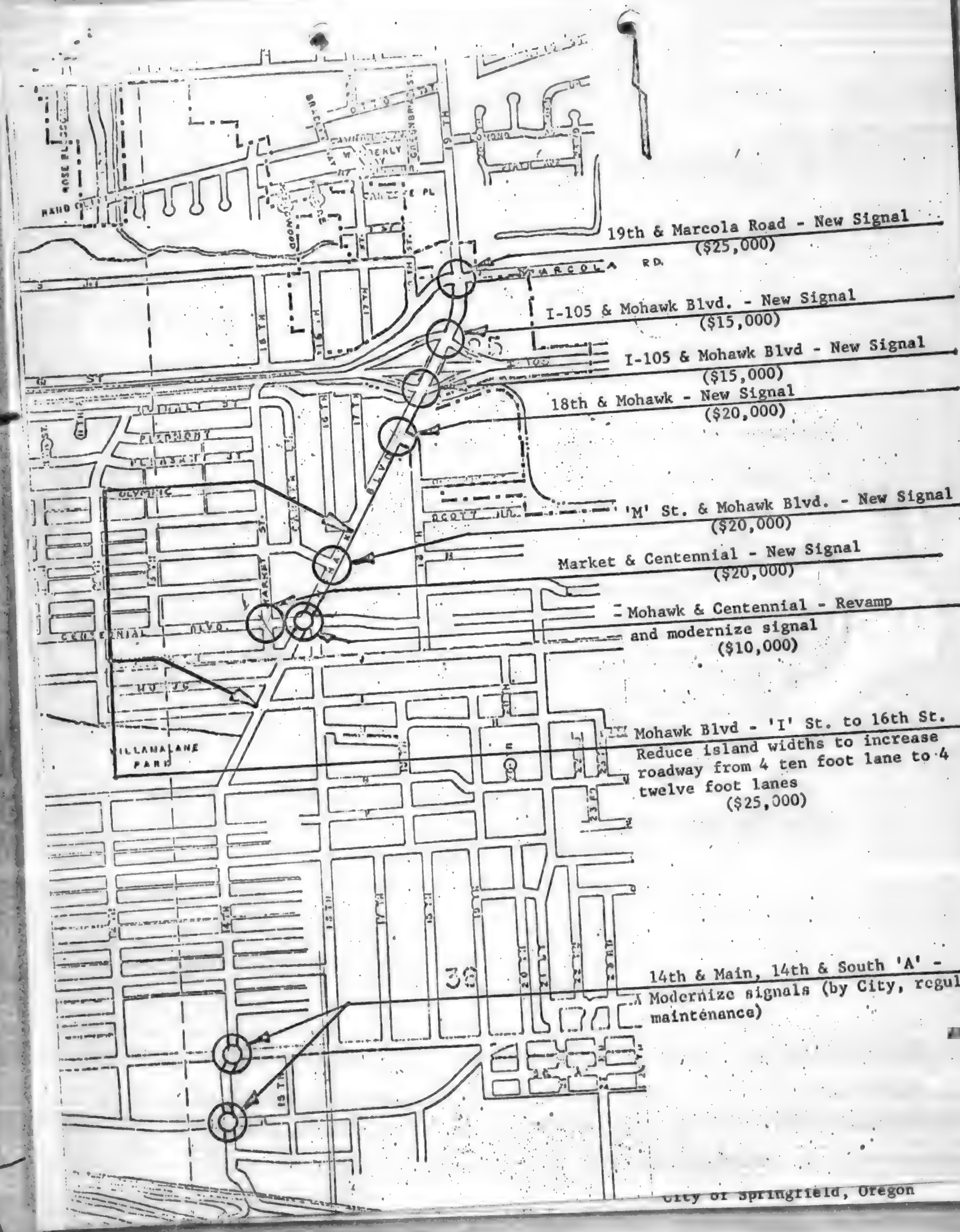
NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
JON HARWELL


19th & Marcola Road - New Signal
($25,000)
I-105 & Mohawk Blvd. - New Signal
($15,000)
I-105 & Mohawk Blvd - New Signal
($15,000)
18th & Mohawk - New Signal
($20,000)
'M' St. & Mohawk Blvd. - New Signal
($20,000)
Market & Centennial - New Signal
($20,000)
Mohawk & Centennial - Revamp
and modernize signal
($10,000)
Mohawk Blvd - 'I' St. to 16th St.
Reduce island widths to increase
roadway from 4 ten foot lane to 4
twelve foot lanes
($25,000)
14th & Main, 14th & South 'A' -
Modernize signals (by City, regular
maintenance)
MARCOLA RD.
MOHAWK BLVD
CENTENNIAL BLVD
MARKET
VILLAGE GREEN PARK
PLEASANT
OLYMPIC
HWY 99
16TH
17TH
18TH
19TH
21ST
G ST
H ST
I ST
M ST
N ST

Resolution No. 70-29

A resolution making application for certain street and traffic signal construction under the Traffic Operation Program to Increase Capacity and Safety (TOPICS).

WHEREAS, in the interest of health, safety and welfare of the motoring public certain street and traffic signalization is needed along Mohawk Boulevard and 14th Street, and intersecting streets of South "A" Street, Main Street, Centennial Boulevard, "M" Street, 18th Street, Marcola Road, and the Eugene-Springfield Highway access ramps in the City of Springfield, Oregon; and

WHEREAS, there are certain State and Federal programs available to aid in the design and construction of said street construction and signalization;

NOW THEREFORE BE IT RESOLVED, by the Common Council of the City of Springfield, Oregon that the City of Springfield, acting by and through its Common Council, by this Resolution does hereby make application for participating by the Oregon State Department of Transportation, Highway Division and the Bureau of Public Roads in new signal and street construction along Mohawk Boulevard and 14th Street and at various street intersections of South "A" Street, Main Street, Centennial Boulevard, "M" Street, 18th Street, Marcola Road, and the Eugene-Springfield Highway access ramps. These projects are to be accomplished in accordance with the Traffic Operations Program to Increase Capacity and Safety (TOPICS) under the guidelines established by the above referred to agencies.

The staff of the City of Springfield is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 9th day of March, 1970, by the Common Council and approved by the Mayor of the City of Springfield, Oregon.

Mayor

ATTEST:

City Recorder

CERTIFICATE

STATE OF OREGON)
COUNTY OF LANE) ss.
CITY OF SPRINGFIELD)

I, N. L. TEAGUE, City Recorder of the City of Springfield, Oregon, do hereby certify that the foregoing document represents a true and correct copy of Resolution 70-29 on file in my office.

N. L. TEAGUE
City Recorder
City of Springfield, Oregon

TOPICS PROJECT REQUEST

Date March 26, 1970

Name of City Springfield, Oregon
Major Street Name Mohawk Boulevard - 14th Street
Section Name

Location of Project (Attach sketch map) Length
On Which System? Primary I X (Eugene-Spg. Hwy.) Primary II X (Mohawk) or Secondary X (Marcola)

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain The Eugene-Springfield Highway - Mohawk overpass is State Highway; Marcola Road & 19th St. are County Roads.

Describe Project Perform widening of traffic lanes to Mohawk Blvd. and signalize several major intersections.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: 19th & Marcola Rd; Mohawk overpass & Eugene-Springfield Hwy off ramps; 18th & Mohawk Blvd; M & Mohawk; Centennial & Mohawk (Revamp); Centennial & Market; 14th & E; 14th & Main (Revamp); 14th & South 'A' (Revamp).
2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated X
      - (a.) Full traffic-actuated X
      - (b.) Semi-traffic-actuated
      - (c.) Volume density-actuated X
      - (d.) Pedestrian actuated X

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two __x__
   b. Three _____
   c. Multiple __x__

4. Is interconnection for coordination necessary? Yes Remarks: A dual purpose system is needed-peak hour coordination and multiple phases at major crossings.
   If so, by cable or leased telephone line? Cable is preferred.

5. Type of Suspension:
   a. Mast Arm __x__
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Alluminum

7. Present Signalization: Main & 14th ; South 'A' & 14th Mohawk & Centennial

8. Other Remarks: The two 14th signals need upgrading and the Mohawk & Centennial needs to be expanded from 3 phase semi actuated to multi phase full actuated.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Not eligible at this time.? - Night accident rate High City desires if within $ amount available

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Mohawk Boulevard between 'I' Street and 16th St. and improve intersection of 17th & Mohawk Blvd.

2. Desired Work: Widen street by the removal of a portion of existing islands.

3. Typical Section: 7"-A.C., 3"-3/4-OC.R. 12" Bar Run Divided Roadway - Each Roadway - 24 ft. curb to curb.

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard curb & gutter
   b. Exposure 6" inches
   c. Width between curbs 24 ft.
   d. Desired curb radius 25 min ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: 7" A.C., 3"-3/4-O C. R., 12" Bar Run, Divided Roadway 20 ft. Curb to curb.

7. Traffic Control Signing:
   a. To be part of project? _____
   b. By City? X c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? _____
   b. By City? _____
   c. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: None Affected

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not Applicable

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____

17. Describe Existing Structure: _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 60-80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? Yes Explain: The "Q" St. connection to Mohawk must be terminated and rerouted to intersect 19th at Marcola Rd. This is to be done by the County of Lane.

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? Yes-County is responsible for this.
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? Possibly
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit _____ or Franchise x (Attach list of utilities, owner, type and location within project limits.)
   Sp. Ut. Board

9. Are there any irrigation facilities? Yes Name of Owner City of Springfield, and dates between which water can be turned off:
   From Beginning To End Location: along Mohawk Blvd. islands.

10. Are there any railroad crossings? No Location:

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____ City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 75,000 (1969-70) $75,000 (1970-71)

2. Estimated Cost of Requested Project $ 150,000

3. Date Match Money is Available: July 1, 1969

4. Will there be any 100% City money? As needed only

5. Maximum Amount of 100% City Money: $ For Signing & Marking

_____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Springfield City Council on the 9th day of March, 19 70, adopted Resolution No. 70-29 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By _____
Mayor

By _____
City Recorder

19th & Marcola Road - New Signal
($25,000)
I-105 & Mohawk Blvd. - New Signal
($15,000)
I-105 & Mohawk Blvd - New Signal
($15,000)
18th & Mohawk - New Signal
($20,000)
'M' St. & Mohawk Blvd. - New Signal
($20,000)
Market & Centennial - New Signal
($20,000)
Mohawk & Centennial - Revamp
and modernize signal
($10,000)
Mohawk Blvd - 'I' St. to 16th St.
Reduce island widths to increase
roadway from 4 ten foot lane to 4
twelve foot lanes
($25,000)
14th & Main, 14th & South 'A' -
Modernize signals (by City, regular
maintenance)

I-5-3(87) S.P. Railroad O'Xing. (Goshen) 1971
190 Sec., of Pacific Hwy., S. of Eugene
#7602 (Grad., pav., struct. & sign.)

RR-377
2-5-70

7602 3-31-75 Coulter

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L-7131

R-

To be submitted to Commission: 3-31-75 Approved by Commission:

Name of Case: Ross Bros. Construction Inc. v. State of Oregon County: Marion

Cause of Action: Breach of Contract

Demands of Plaintiff: $20,603.56

Settlement: $15,000

REMARKS: SEE ATTACHED MEMORANDUM

NOTED
H. S. COULTER

RECEIVED
MAR 27 1975
Office of
Assistant State Highway Engineer

Demands of Plaintiff: $20,603.56

Settlement: $15,000

REMARKS: SEE ATTACHED MEMORANDUM

NOTED
H. S. COULTER

RECEIVED
MAR 27 1975
Office of
Assistant State Highway Engineer

Harold Howe
Signed

cc: File
Walter L. Barrie
L. B. Hampton
~~Herbert Sanders~~
Adele Egan
Scott Coulter
Walter Hait
John Bond

7602

OREGON STATE
HIGHWAY DIVISION

March 10, 1975

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Re: Ross Bros. et al v. State
Case No. 86960 (L-7131)
Contract No. 7602

Dear Les:

In response to your February 24 letter, we have reviewed the cost components involved in the proposed $15,000 claim settlement. I understand your letter to request something in the way of a cost justification statement as to the integrity of this amount. Contract records such as the Weekly Reports clearly record the original membrane placing work in progress September 25 through 28 and October 4 through 6, followed by its removal on October 16 and 17, 1972. A majority of the cost of this work is represented by just the two billings from Mathis and from Wildish and these amounts are reasonable for the work done. We have not gone so far as to verify that these bills were actually paid by the prime contractor. I do not believe that is necessary in this situation.

We have confirmed that no payment has been made under the original bid item number 41 for the membrane waterproofing work and further that the $3,000 liquidated damages related to this work has been withheld from the contractor's payments to date. With this liquidated damage money included, the $15,000 settlement is easily justified by any of several approaches. We have summarized them on the attached sheet. Note particularly the third approach using the square yards of membrane work actually done and the bid price per yard. The bid price included the AC paving. This approach puts the other two methods in perspective and I believe illustrates that the costs were reasonable. From a cost justification standpoint, the $15,000 settlement is recommended. Your files are returned herewith.

JAB:fr
cc: H. S. Coulter
Alfred Shirley, Jr.
Ellis Jones
Contract Payments

Encs.

RECEIVED
MAR 13 1975
Office of
Attorney General

Very truly yours,
C. T. Keasey
Construction Engineer
By
John A. Bond
Construction Administration Engineer

NOTED
H.S.COULTER

E-123

Contract No. 7602

COST JUSTIFICATION

Original Deck Membrane Placement & Removal

First Approach (Actual Cost)

Mathis Bros.	(Membrane)	$7,097.00
Wildish Construction	(Place & Remove AC)	4,070.40
Traffic Control		1,486.00
		$12,653.40 *

Second Approach (Cost Plus)

Mathis Bros.	(Membrane)	$7,097.00
Wildish Construction	(Place & Remove AC)	4,070.40
Traffic Control		1,486.00
		12,653.40
Mark up	+20%	1,898.01
		$14,551.41 *

Third Approach (Bid Price)

Membrane and AC		
2,258.3 sq. yds. x $6.00/yd.	=	$13,549.80
Wildish - Remove AC		1,948.54
Traffic Control		1,486.00
		$16,984.34 *

Fourth Approach *

Any of above + $3,000 Liquidated Damages (20 Days)

3/7/75

#7602

DEPARTMENT OF JUSTICE

Memorandum

TO: File

DATE: March 5, 1975

FROM: Donald J. Howe
Assistant Attorney General

SUBJECT: Ross Bros. v. State
Case No. 86960 (L-7131)

Plaintiff (Ross Bros. Construction Inc.) contracted to do grading, paving and structure work on the Southern Pacific Railroad overcrossing at Goshen.

As part of the original contract they agreed to apply a waterproofing membrane which consisted of five coats of coal tar pitch emulsion and two plies coated glass fabric membrane waterproofing on the decks and curbs of the Goshen overcrossing. Because of deteriorating weather the contractor wanted to change the membrane system.

A Kopper Co. Inc. representative advised the bridge section of the Highway Division that a change from the coal tar emulsion type membrane to their hot coal tar membrane would result in a system that would be easier to apply in wet weather than the emulsion membrane.

The hot coal tar specifications were sent to the resident engineer on September 12, 1972. The specifications required the mopping of 25 pounds of pitch per 100 square feet, then a layer of tarred cotton fabric, then another mopping of pitch (25 lbs. per 100 sq. ft.), and next a layer of 15 pound tarred felt; next another layer of hot pitch and embed a 43 pound coated felt sheet into the hot pitch.

On September 13, 1972, Ross Bros. formally requested a change from the emulsion to the hot coal tar membrane.

Ross Bros's subcontractor, Mathis Bros., laid the hot coal tar membrane in accordance with the specifications. A layer of asphaltic concrete was then laid on top of the membrane and traffic was routed onto this section of the overcrossing. By October 6, approximately two-thirds of the membrane had been placed. On October 9 and 10, it rained and the membrane began to break up and form ruts in the travel lanes. The membrane separated between the 43 pound layer of felt and the uppermost layer of coal tar pitch. It was determined that it was necessary to remove the membrane and this work was begun on October 16, 1972 and completed on October 18, 1972. Work was first begun on the membrane on September 25, 1972.

Ross Bros. first sued Kopper Co., Inc. for breach of express warranty, breach of implied warranty and negligence, but the court found against them. Our resident engineer and Jack Davis

from the bridge section testified that the contractor had followed the specifications and the directions of the Kopper representative. Ross Bros. then brougt an action against the State of Oregon Highway Division for breach of contract alleging as damages:

Cost of placing two-thirds of membrane--	$7,097.00
Cost of placing asphalt on deck--	2,121.86
Contractor's profit per bid or 2/3 of membrane--	2,533.33
Traffic control required by removal of membrane--	1,486.00
Penalty assessed for delay caused by removing membrane--	3,000.00
Cost of labor and equipment for special maintenance directed by the engineer--	2,416.83
TOTAL DAMAGES	$20,603.56

The first five items of damage above listed are all a result of the defective specifications, and consequently it would be extremely difficult to defend against them in court.

> "Specifications are in the nature of a warranty that if it is complied with, satisfactory performance will result." J. D. Hedine Construction Co. v. U.S. 347 F2d 235; U.S. v. Spearin, 248 US 132, 136, 39 S Ct 59 63 L Ed 166 Montrose Contracting Co. v. County of Westchester, 80 F 2d 841; Savage v. Peter Kiewit Sons Co., 249 Or 147, 432 P2d 519, 523.

It appears that plaintiff's claim for the return of liquidated damages is justified. On September 25, 1972, the work was begun placing the Kopper's hot coal tar membrane. After failure, removal was conpleted on October 18, 1972 for a total of 23 days. Liquidated damages were $150 per day. The general rule is that liquidated damages cannot be assessed or retained if the state is responsible or partially responsible for the delay. The final item, cost of labor and equipment for special maintenance directed by the engineer, was submitted by price agreement No. 6 which related to temporary protection and direction of traffic which involved moving concrete median barrier, temporary guard rail and extra handling of traffic in connection with extra depth of asphalting concrete paving at both ends of the structure. This agreement was never approved and would be the subject of a dispute in any trial. The court or jury would probably hold that the state in issuing the price agreement accepted responsibility for the items.

The plaintiff, Ross Brothers, have agreed to settle this case for a lump sum amount of $15,000, subject to the approval of the Federal Highway Administration. By a letter to Mr. Klaboe, dated February 12, 1975, Mr. G.L. Green, Division Engineer, FHWA, authorized the state to negotiate a settlement of this matter.

The settlement is recommended because of the following:

(1) Although the specifications for the hot coal tar membrane system originated from Koppers, they were "translated" into Highway Division language and issued to the contractor.

(2) The specifications required the contractor to follow the recommendations of the manufacturer. The contractor did so, but the system failed. It is probably that the court would hold that Koppers and its representatives in the field were "acting for the state" in directing the contractor's activities.

(3) The resident engineer and Jack Davis from the bridge would again testify that the contractor followed the specifications and the directions of the Kopper's people. Our people can be subpoenaed by plaintiff's attorney.

(4) The amount of the settlement is fair, in that the losses were suffered by the contractors.

(5) The direct costs of defense--state's attorney and engineers time and expenses would run at least $2500-$5000.

#7602

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

NOTED
H. S. COULTER

February 24, 1975

Mr. John A. Bond
Construction Administration Engineer
Executive House
Salem, Oregon 97310

Cont. No. 7602

Re: Ross Bros. et al v. State
Case No. 86960
(L7131)

Dear John

I mentioned to you by phone the possibility of settling the above-mentioned case. We have reached a tentative settlement of the case for lump sum payment of $15,000 subject to confirming the contractor's costs and obtaining the approval of the Federal Highway Administration.

In its Complaint, the contractor pleads their damages to be $20,603.56. Don Howe who has been handling the case will prepare the report of settlement and the legal justification for the same. Please review this claim from a factual standpoint as to whether or not a $15,000 settlement is justified.

The resident engineer on the job was Mr. Ellis Jones. Don Howe has the legal file including some copies from the bridge file if you want to refer to it.

Sincerely

Les H,

Leslie B. Hampton
Assistant Chief Trial Counsel

kmb
cc: H.S. Coulter
Assistant Highway Engineer

Ellis Jones
Resident Engineer

RECEIVED
FEB 25 1975
Office of
Assistant State Highway Engineer

7602

J

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 21, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Herbert A. Schell, Jr.
Federal Highway Administration
Salem, Oregon

Dear Mr. Schell:

Goshen RR Uxing of SPRR
Contract 7602
Deck Waterproofing Membrane
Claim Settlement

During construction of the subject structure, the Contractor asked to be allowed to make a substitution for the coal-tar, glass fiber deck waterproofing membrane originally specified. The Contractor did not use a brand name, but described the Koppers system. The State and FHWA approved use of the Koppers system with the stipulation that the manufacturer's specifications be followed and that a manufacturer's representative be on the job when the work was done, or that it be installed by an applicator approved by the manufacturer. The membrane was accordingly installed in two sections about one week apart. It was paved over with one inch of A.C. prior to opening to traffic with approval of the Koppers representative. All went well until the first rain (approximately one week after the last section opened), when the entire membrane failed and caused the one-inch overlay to fail. The loose A.C. became a traffic hazard and was bladed from the deck along with the membrane.

A Uniroyal membrane was then installed as a replacement, was overlaid with one inch of A.C., and opened to traffic. Approximately five days later a second lift of A.C. was added. During this time part of the membrane with one-inch overlay was exposed to rain showers with no ill effects. This system has worked satisfactorily since being installed.

The Koppers Co. refused to reimburse the Contractor for extra costs incurred and the Contractor filed suit against Koppers. The Court ruled in favor of Koppers. The Contractor subsequently filed suit against the State for recovery. This suit is pending.

RECEIVED
NOV 25 1974
Office of
Assistant State Highway Engineer

It is the opinion of our legal staff that the State occupies a questionable position in defense of this case. They believe it is likely that a court would hold that the manufacturer's representative required by the specifications was not the Contractor's agent and, therefore, was technically an agent of the State.

It thus appears that the Contractor performed in accord with the specifications furnished by the State and in accord with the requirements of the State's agent.

In view of the above, it appears that a negotiated settlement may be in the best interest of the State.

This membrane was installed as part of an experimental program to evaluate various types of deck waterproofing membranes. The Federal-Aid Highway Program Manual (Vol. 6, Ch. 4, Sect. 2, Sub. 4, para IIa), makes provision for FHWA participation in corrective work necessary when such a membrane fails. The subject membrane did fail and was replaced. The Contractor has filed suit for recovery of extra cost. The State believes this matter can be settled out of court for between $10,000-$20,000.

Federal aid participation in the funding of any settlement negotiated in the equitable liquidation of this matter is requested.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RWE:dh

cc E. S. Hunter
H. S. Coulter
Don Howe (Legal)
Ellis Jones
Alfred Shirley

#7602 9-20-74

In the CIRCUIT Court of the State of Oregon

for the County of MARION

ROSS BROS. CONSTRUCTION, INC., an Oregon corporation — *Plaintiff*

vs.

STATE OF OREGON, HIGHWAY DIVISION — *Defendant*

No. 86960

SUMMONS

To F. B. KLABOE, Administrator Highway Division
State Highway Building
Salem, Oregon 97310
Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff..... will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 10 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county of the state, insert "20" days.

s/Daniel A. Ritter
DANIEL A. RITTER
Attorney for Plaintiff

STATE OF OREGON, County of Marion)ss.

I, Daniel A. Ritter, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

dated the 20th *day of* September, *19* 74

D A Ritter
of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant..., and a copy of the within summons only upon the other defendant...,

of Attorneys for Plaintiff

HARLAND, RITTER & HAENNY
ATTORNEYS FOR PLAINTIFF
PACIFIC BLDG. – P. O. BOX 470
SALEM, OREGON 97308
TELEPHONE 362-4178

9-26-74
Orig - Barrie
Cy - Keasey

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

NO. 86960

ROSS BROS. CONSTRUCTION, INC., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, HIGHWAY DIVISION,

Defendant.

COMPLAINT

ACTION AT LAW FOR BREACH OF CONTRACT

COMES NOW plaintiff and for its cause of action against defendant, alleges:

I

That at all times herein mentioned, plaintiff was and now is a corporation duly and regularly organized and existing under and by virtue of the corporation laws of the State of Oregon.

II

That on or about July 8, 1971, plaintiff and defendant entered into a written contract known as State Highway Contract #7602 by the terms of which plaintiff agreed to do certain grading, paving and structure work at the Goshen Crossing in Lane County, Oregon.

III

That on or about and between September and October, 1972, plaintiff commenced to install a certain waterproof bridge deck.

I HEREBY CERTIFY THAT I COMPARED THE ABOVE COMPLAINT WITH THE ORIGINAL AND THAT IT IS A TRUE AND CORRECT COPY OF THE SAME AND OF THE WHOLE THEREOF.

ONE OF PLAINTIFF'S ATTORNEYS

HARLAND, RITTER & HAGENNY
ATTORNEYS AT LAW
300 PACIFIC BLDG. - P.O. BOX 470
SALEM, OREGON 97308
TELEPHONE 362-4178

That plaintiff installed such waterproof bridge deck strictly in accordance with the specifications and in a workmanlike manner but when two-thirds of such bridge deck was installed, the same began to break and come apart. That thereafter defendant ordered plaintiff to remove such bridge deck and plaintiff accomplished such removal.

IV

That immediately thereafter plaintiff submitted a claim to the defendant for payment for the installation of such waterproof bridge deck and for the removal of the same and for costs of traffic control required by such removal, but defendant failed and refused and still fails and refuses to pay for such costs or any part thereof much to plaintiff's damage as hereinafter set forth.

V

That by virtue of errors in bid quantity quotations by defendant and temporary direction and protection of traffic requirements, special maintenance was directed by the highway engineer on such project and plaintiff was therefore required to expend the sum of $2,416.83 in labor and equipment rental expense in moving a concrete median barrier which was an unforeseen expense at the time of bidding the contract.

VI

That plaintiff has duly kept and performed all the terms and conditions of said contract on its part to be kept and performed.

HARLAND, RITTER & HA
ATTORNEYS AT LAW
300 PACIFIC BLDG. - P.O. BOX 470
SALEM, OREGON 97308
TELEPHONE 362-4178

VII

That by virtue of defendants breach of such contract and failure to pay such expenses, plaintiff has sustained the following damages to-wit:

Cost of placing two-thirds of membrane	$7,097.00
Cost of placing asphalt on deck	2,121.86
Cost of removing asphalt from deck	1,948.54
Contractor's profit per bid for two-thirds of membrane	2,533.33
Traffic control required by removal of membrane	1,486.00
Penalty assessed for delay caused by removing membrane	3,000.00
Cost of labor and equipment for special maintenance directed by engineer	2,416.83
for total damages in the sum of	$20,603.56

WHEREFORE, plaintiff demands judgment against defendants in the sum of $20,603.56 together with interest thereon at the rate of six percent per annum from the 15th day of November, 1972 until paid together with plaintiff's costs and disbursements incurred herein.

s/Daniel A. Ritter
DANIEL A. RITTER
Attorney for Plaintiff

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, RAY ROSS, being first duly sworn on oath depose and say that I am the President of plaintiff in the above-entitled suit and that the Complaint contained herein is true as I verily believe.

s/Ray Ross

SUBSCRIBED AND SWORN to before me this 25th day of September, 1974.

s/Rilla Gifford
Notary Public for Oregon
My commission expires: 8/29/75

HARLAND, RITTER & HAENNY
ATTORNEYS AT LAW
300 PACIFIC BLDG. - P.O. BOX 470
SALEM, OREGON 97308
TELEPHONE 362-4178

STATE COPY

7602 1-15 14

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Lane

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	16	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1/15/74	William H. Kappus, Assistant Area Engineer		I-5-3(87)190
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED** %	**CONTRACT TIME**
6/14/73	September 21, 1973		450
APPROVED EXTENSIONS	**LOCATION**		
40	SP Railroad O'xing (Coshen) approx. 4 mi. south of Eugene.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JAN 22 1974

SP RAILROAD O'XING (COSHEN)
PACIFIC HIGHWAY
Grading, Paving, and Structures

This project provided for the reconstruction of the highway structure over the Southern Pacific Railroad tracks and the widening of the roadway approaches. The work included roadway grading, structure widening, placing of aggregate and plant-mix bituminous bases, and placing of asphaltic concrete pavement.

Contract Time

This project was completed June 14, 1973. The contract time was 450 days with a 40-day approved extension for a total of 490 days. The contractor used 510 days. 20 days of liquidated damages at $150/day have been charged.

Contract Overruns or Underruns

The total project cost underran by 9.0%. Approximately 6% of this underrun was due to a plan quantity error in aggregate base materials. The remaining 3% is due to a 42% underrun in contingency items.

RECEIVED
JAN 23 1974
REFER TO

NOTED
H.S.COULTER

1-24-74
cy Const.
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	William H. Kappus Assistant Area Engineer	SIGNATURE	
TITLE W. H. Kappus for T. P. Lowe	DATE 1/16/74	TITLE G. K. Hosmer	DATE JAN 22 1974

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7602

January 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-3(87)190

SUBJECT Request Federal-aid Project Acceptance

Contract 7602, Work Completed June 14, 1973

Project S. P. Railroad O'Xing (Goshen)

Highway Pacific

County Lane

Acceptance: Transportation Commission September 21, 1973

Federal Highway Administration June 19, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

BMW:lsk

cc: Vern Skoog

7602

5

November 30, 1973

General Ins. Co. of America
Portland Service Office
1500 S.W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $6,001.14 will be made to Ross Bros. Construction, Inc., on Contract No. 7602 for work on the S. P. Railroad Overcrossing (Goshen) Section of the Pacific Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $908,252.04 including the post-final payment. Of the total, $17,873.91 is for force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

ecr

cc Ross Bros. Constr. Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7602

November 14, 1973

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We have reviewed your request for a 60-day extension of time on Contract No. 7602 for work on the S.P.R.R. O'Xing (Goshen) Section of the Pacific Highway in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 40-day extension is granted which will reduce the time liquidated damages on this project. This includes 14 days for performing repair work to the existing beams and columns, 20 days for cleaning and painting of existing columns and web walls and additional paving work, and six days for other added work.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

E. S. Hunter
Acting State Highway Engineer

cc: C. W. Head
A. E. Johnson
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
Ellis Jones
V. L. Gallagher

fw dpy

7602

November 14, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Request for Extension of Time
S.P.R.R. O'Xing (Goshen) Section
Pacific Highway
Contract No. 7602

Ross Bros. Construction, Inc., contractor on this project, has requested a 60-day extension of time citing delays due to (1) performing repair work to the existing beams and columns; (2) performing repair work to the existing deck; (3) cleaning and painting existing columns and web walls; (4) removing and replacing rejected waterproofing membrane and pavement; and (5) moving median barriers between Stage I and II construction. The contract was awarded July 1, 1971, with 450 calendar days allowed. The project was completed June 14, 1973, with 60 days liquidated damages accrued at $150 per day for a total of $9,000.

The repairs to the existing beam and columns were added work and, due to the intermittent scheduling necessary, did cause delay to contract work even though it was not a major work item. This added work justifies 14 days extension. Cleaning and painting of existing columns and web walls (Extra Work Order No. 4) was performed at the end of the project during liquidated damages time. Additional paving work (Extra Work Order No. 5) was also being performed during this period. These two added orders justify 20 days extension. The total cost of added work, minus those items that have been analyzed above and have a specific delay time allotted, amounted to 1.3 percent of the original contract amount and a six-day extension is justified. The other reasons cited by the contractor are not believed valid for extension.

I have granted a 40-day extension of time on this project, which will leave 20 days and $3,000 liquidated damages in effect. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be included in the report on time extensions at the November 21 meeting.

bc: C. W. Head
F. B. Klaboe
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund
R. E. Whipps

fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7602 Contractor Ross Bros. Construction Inc.

Highway Pacific Hwy.

Section S.P. Railroad Overcrossing (Goshen)

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension of 14 days for performing repair work to the existing beams and columns, 20 days for cleaning and painting of existing columns and web walls and additional paving work, and six days for other added work.

Recommended for Approval:

J. X. Wilson
Division Engineer

John J. Bond
Construction Engineer or Bridge Engineer

H. S. Crall
Acting State Highway Engineer

Contract No.	7602
Project designation	I-5-1(27)250 State-Federal
Date awarded	July 1, 1973
Work started	July 1, 1973
Per cent completed	100% June 14, 1974 Date
No. of Workdays Allowed	450
No. of Workdays Used	510
No. of Added Workdays Requested	60

EP-0206-704

E-260 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 30, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 450 days to 510 days, within which to complete our Contract No. 7602, without the assessment of liquidated damages. The said contract is described as follows:

S.P. Railroad Overcrossing (Goshen)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

Ross Bros. Construction, Inc.
Contractor

By R K Ross

CONSENT OF SURETY

Date July 30, 1973

We, [illegible], as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edward Bradley
Attorney-in-fact

Frances Bradley

Kenneth M. Potts
Resident Agent

FORM B-30 (REV. 10-60)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1973

SUBJECT: Extension of Time Request
S.P. RR O'Xing (Goshen)
Contract No. 7602
FAP I-5-3(87)190

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

RECEIVED
SEP 19 1973
Office of
Assistant State Highway Engineer

Ross Bros. Construction, Inc., the contractor for the subject project, has requested that he be granted an additional 60 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays due to: (1) Performing repair work to the existing beams and columns; (2) performing repair work to the existing deck; (3) Cleaning and painting existing columns and web walls; (4) removing and replacing rejected deck waterproofing membrane and pavement; and (5) moving median barriers between Stage I and II construction.

The contract was awarded July 1, 1971 and allotted 450 calendar days to complete the work. This forecast a completion date of October 12, 1972. Suspension of work orders were written for the safety of the traveling public covering 20 days during five holiday periods and another was written covering 165 days during last winter. These suspensions of work orders revised the required completion date to April 15, 1973. Work was actually completed June 14, 1973 with 510 calendar days charged, which is an excess of 60 days at $150 per day.

(1) The repairs to the existing beam and columns were added work and, due to the intermittent scheduling necessary, this work did cause considerable delay to contract work even though it was not a major work item. Work was performed on this price agreement during 10 workdays which is equivalent to 14 calendar days.

(2) The repair of the cracks in the existing deck and beams caused no noticeable delay to the project. This repair was added work and could require supervision time or loss of time due to scheduling that is not readily apparent. For that reason, the contractor should be allowed additional time based on a ratio of contract time to the contract amount for all added work where the amount of delay cannot be determined. The amount of time for such delays, based on cost versus money, is discussed later.

(3) Cleaning and painting of existing columns and web walls (EWO No. 4), was performed at the end of the project while the contractor was being assessed liquidated damages. Additional paving work (EWO No. 5) was also being performed during this period and between them the contract work wasdelayed 20 days.

(4) The membrane waterproofing work was included in the original contract and specified a coal tar-glass fiber membrane. The contractor, at his request, was allowed to substitute a hot coal tar membrane which failed shortly after application. After the failing material had been removed, a different membrane was specified and applied with satisfactory results. This new membrane was specified due to less time being required for its application than was necessary for the originally specified membrane and application time was important to both the State and the contractor as contract time was about to expire and the rainy season was at hand. A price agreement was negotiated that specified the new membrane and deleted the original work. The agreement provided for a higher unit price than did the original bid item, but this was due to the higher cost of the product and no additional work was required.

The State accepts no responsibility for the failure of the waterproofing membrane selected by the contractor. As the deficiency of this work is regarded as the contractor's responsibility, any delay caused by this deficiency is also the contractor's responsibility and no extension of contract time is warranted.

(5) The contractor should have been aware, prior to bidding on this contract, that barriers would be required to channel the traffic safely and relocating these barriers would be necessary due to stage construction. They are shown on the temporary protective plan with some pertinent notes. We have refused to pay for any alleged extra moving and the time is in the same category.

The total cost of added work, minus those items that have been analyzed above and have a specific delay time allotted, amounted to 1.3 percent of the original contract amount. A like increase in contract time amounts to six calendar days.

For the reasons listed above, we recommend an extension of 40 calendar days and assessment of liquidated damages for the remaining 20 days at $150 per day or $3,000. The engineering amount authorized for this contract has overrun as of August, 1973 by over $10,000 or 13+ percent. It is anticipated there will be additional engineering charges of between one and two thousand dollars. This is an Interstate project and will require the concurrence of the FHWA. Rough draft letters to FHWA, the Commission and contractor are attached.

WBR:dh/JAB:fw
Enc.
cc V. L. Gallagher

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 10, 1973

SUBJECT: Extension of Time Request
S.P. Railroad O'xing (Goshen) Sec.
Contract No. 7602
Pacific Highway
Lane County

To: C. T. Keasey
Construction Engineer
S A L E M

The attached Time Extension request from Ross Brothers Construction Co. is accompanied by Resident Engineer Ellis Jones' very complete analysis. I agree with Ellis' conclusions and don't believe I can amplify or expand on what he has stated. Region recommends that 40 additional days be granted the contractor.

Are 60 days requested Sincerely J.B.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc Ellis Jones

Routing 3
RECEIVED
SEP 11 1973
CONSTRUCTION SECTION

FORM 6.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

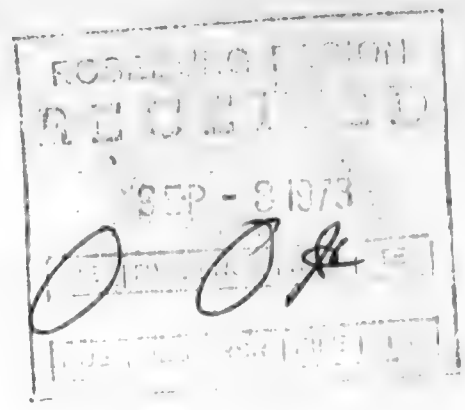
EUGENE, OREGON

DATE August 23, 1973

TO Alfred Shirley Jr.
Region Engineer

FROM
Resident Bridge Engineer

SUBJECT S.P. Railroad O'xing (Goshen) Section
Contract 7602 Prefix 620-1046
Lane County
Pacific Highway
Extension of Time



Enclosed please find a request from Ross Bros. Construction Co.' for an extension of time in which to completed the project without assessment of liquidated lamages.

Following are our remarks based on this request and our recommendations for additional calendar days.

1. Price Agreement No. 4 - Repair beams on original structure and adjust column elevations, bents 2 and 5 rt. side. It was necessary to complete the work under P.A. No. 4 during the contractor's regular construction schedule thereby delaying his work. Our records show this work being done on the following dates, Oct. 5, 8, and Nov. 4, 9. 1971; Jan. 21, May 15, June 19, 21, July 31, and Aug. 3, 1972. We recommend an increase of 10 calendar days be granted for this work. *10 work days equal 14 calendar days* (14) 56½ hrs

2. Price Agreement No. 2 - Repair existing deck and beam cracks. This work was subcontracted. Our records do not indicate any time delay to thecontractor as a result of this extra work. The contractor scheduled this activity so as to not interfer with his regularly scheduled work. We recommend that no additional days be granted for this work.

3. Order for Extra Work No. 4 - Clean, patch, and paint the existing columns and web walls.
Order for Extra Work No. 5 - Paving (top course A.C.) on Franklin Blvd. under the structure.
Work on E.W.O. No. 4 began on May 24, 1973. Work on E.W.O. No. 5 began on May 21, 1973. Completion date for E.W.O. No. 4 was June 13, 1973 and E.W.O. No. 5 was May 31, 1973. This work spanned a period of 24 days. The project was placed on temporary suspension of work for a holiday period of four days, May 25, to May 29, 1973. Therefore we recommend an addition of 20 calendar days be granted for work accomplished under E.W.O. No. 4 and No. 5. (20)

4. Membrane waterproofing - The project specifications called for a coal tar-glass fiber membrane to be applied to the bridge deck. On Sept. 13, 1972 the contractor requested permission to substitute the Koppers Company hot coal tar membrane for the specified membrane. Substitution was approved by the State. On Sept. 25, 1972 work was begun on placing the Kopper's hot coal tar membrane. By Oct. 6, 1972 approx. two-thirds of the membrane had been placed. On Oct. 9 and 10, approx. .5 inch of rain fell. On Oct. 10, 1972 the membrane showed signs of failure. On Oct. 11, 1972 Jack Davis and Ellis H. Jones, (OSHD), Leo Crowder and W.G. Locke, (Koppers Co.), and Lyle Cooper, (Mathis Bros.) inspected the damaged membrane. The decision reached after this inspection was that nothing could be done to repair the failing membrane and it would have to be removed. The removal work was begun on Oct. 16, 1972 and completed on Oct. 18, 1972. Uniroyal 6125 Liquid Membrane was selected to replace the Koppers system. Transco Co. of Portland, Oregon arrived on the jobsite on Oct. 18, 1972 and began placing the Uniroyal membrane. This work was completed on Oct. 20, 1972. We recommend that 10 additional calendar days be granted to the contractor for the period covering the failure and removal of the Koppers membrane and the application of the Uniroyal 6125 liquid membrane. -0-

5. The delay between stages 1 and 2 for which the contractor requests 8 additional days apparently was caused by the contractors failure to complete stage 1 embankment and paving prior to the arrival of adverse weather conditions. It would appear scheduling this work at a more favorable time was within the province of the contractors control. This request does not appear to be justified and we recommend that this request be denied. -0-

The specified completion date for this contract was Oct. 13, 1972. Because of stop work orders for holiday periods and a 165 day shutdown during the winter of 1972-73 the completion date was extended to April 15, 1973. Contract work was completed on June 14, 1973, 60 days in excess of the completion time limit. We have recommended for the reasons given, a total time extension of 40 days. 34

ROSS BROS. CONSTRUCTION CO.
General Contractor
Equal Employment Opportunity Employer
3501 Brooklake Rd. N.
Salem, Oregon 97303

July 30, 1973

Ellis Jones
Resident Engineer
2191 E. 15th Ave
Eugene, Oregon 97401

S.P. Railroad Overcrossing (Goshen)
Pacific Hwy.
Lane County
Contract No. 7602

Gentlemen:

In regard to your request for more information concerning an increase in number of workdays to complete construction contract; the following is a breakdown of reasons:

I. Repair Beams as Required on Original Structure and Adjust Columns to Correct Elevations Bents #2 & #5 Right Side:

This work is covered under PA #4 and is for chipping bent #2 & #5 columns and changing beams on right side span 5 as directed by State Inspector, on the following days: Oct. 4,5,6,7,8; Nov. 1-12; Dec. 6; Jan. 21 and May 15th. Therefore we are claiming an extention of 20 days based on the above reason.

II. Repair Existing Deck Cracks:

This delay was due to epoxy pressure grouting cracks in existing structure deck and beams as ordered by Resident Engineer in PA#2. This epoxy grouting was performed on July 3,17,18,19 and Sept. 5,6,7, 1972. Therefore we are claiming an extention of 7 days based on the above reason.

III. Cleaning and Painting Collision Wall and columns:

This work was for cleaning and painting bent #2 columns, bent #3 collision wall and columns at bents #4 and #5, as directed by Resident Engineer. This work was performed on May 24,25; June 1,4,5,6,11,12,13 as per EWO #4. Therefore we are claiming this period from May 24,1973 to June 14, 1973 and are requesting an extention of 21 days to cover this work, based on the above reason.

IV. Membrane Waterproofing:

This delay was due to removing and replacing membrane and asphalt which was originally placed on bridge deck. The membrane originally applied was a hot coal tar system which was installed under specifications suggested and approved by the manufacturers' representative and approved by the State, this membrane was then covered by an asphalt overlay which was installed according to specifications. Both the membrane and the ashpalt overlay had to be removed and replaced and delays were incurred for this removal, reinstallation and related handling of traffic.
This work started on Sept. 25, 1972 and was finished on October 30, 1973 when the replacement overlay was completed. There we are requesting an extention of 35 days for the above delays.

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

V. Delays between Stage I & Stage II:

This delay was due to having to move concfete median barrier so many times during the excavation and subsequent paving of the 200 ft strip on each end of the bridge as directed by the Resident Engineer so that traffic could be channeled safely. This moving had to be done before moving to the second stage, and occurred in each paving lift. This problem was first encountered on May 10th as described in my letter of June 22, 1973. Therefore we are requesting an extention of 8 days for the above reasons.

I hope these reasons answer your request for additional reason.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

7602

Form FHWA 121 (Rev. 8-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 8, 1973

In reply refer to: 10-35-B3

SUBJECT: Oregon Project I-5-3(87)190
SPRR Overcrossing (Goshen) Section
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with the forty (40) day time extension as explained and recommended in Mr. Coulter's September 19, 1973 letter.

for G. K. Hosmer
G. L. Green

RECEIVED
STATE HWY ENGR
NOV 13 73
REFER TO
Coulter - TAA
FOR
Info | Appl | Ord | Rec | Sig | Ck | File

11-13-73
cy received
Shirley
Gallagher

cy ael

NOTED
H. S. COULTER

7602

September 19, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
S.P.R.R. Overcrossing (Goshen) Section
Pacific Highway
Oregon Project I-5-3(87)190

Ross Bros. Construction, Inc., the contractor for this project, has requested an additional 60 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays due to:

1. Performing repair work to the existing beams and columns.
2. Performing repair work to the existing deck.
3. Cleaning and painting existing columns and web walls.
4. Removing and replacing rejected deck waterproofing membrane and pavement.
5. Moving median barriers between Stage I and II construction.

The contract was awarded July 1, 1971, with 450 calendar days allotted to complete the work. This forecast a completion date of October 12, 1972. For highway safety, suspension of work orders were written covering 20 days during five holiday periods and 165 days last winter. These suspensions of work orders revised the required completion date to April 15, 1973. Work was actually completed June 14, 1973, with 510 calendar days charged, an excess of 60 days at $150 per day. We believe two of the reasons justify time extension as follows:

1. The repairs to the existing beam and columns were added work and because of the intermittent scheduling necessary, caused considerable delay to contract work even though it was not a major work item. Work was performed on this price agreement during ten workdays which is equivalent to fourteen calendar days.

3. Cleaning and painting of existing columns and web walls (Extra Work Order No. 4) was performed at the end of the project while the contractor was being assessed liquidated damages. Additional paving work (Extra Work Order No. 5) was also being performed during this period. The contract work was delayed twenty days by these two orders.

The total cost of all other added work items, including the contractor's reason No. 2 but excluding the items analyzed above, amounted to 1.3 percent of the original contract amount. We believe a like increase in time of six calendar days is justified.

For the above reasons, we recommend an extension of 40 calendar days. Your concurrence is requested.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

7602

Report No. 113 FINAL

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.P.R.R. Overcrossing (Goshen) Section	WEEK ENDING: August 18, 1973	
	SECTION PREFIX: 620-1044	
HIGHWAY: Pacific	COUNTY: Lane	
NAME OF JOB: S.P.R.R. Overcrossing (Goshen)	KIND OF WORK: Grading, paving and structure	
CONTRACTOR: Ross Bros. Construction Co.	CONTRACT NUMBER: 7602	FEDERAL AID PROJECT NUMBER: I-5-3(87)190
DATE OF CONTRACT: 7-1-71	DATE WORK STARTED: 7-19-71	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN 0 SUPERVISION 0	SPECIFIED CALENDAR DAYS: 450	CALENDAR DAYS USED: 510
PROJECT AUTHORIZATION: $1,138,050.56	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 113%
EXCLUSIVE OF ENGINEERING: $1,057,122.52	ENGINEERING AUTHORIZATION: $80,928.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $986,911.92	ENGINEERING COST TO DATE: $89,298.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 10%	PERCENT OF AUTHORIZATION: 110 %	DATE PROJECT WAS COMPLETED: June 14, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.61	0.61			0.61
MILES PARTIALLY COMPLETED	0.61	0.61			0.61
MILES COMPLETED	0.61	0.61			0.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	31,000 CY	11,240 Tons			11,350 Tons
TOTAL QUANTITIES CORRECTED TO DATE	31,646 CY	6,234(corr.)			9,018(corr.)
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		COMPLETE			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6836A	Signing	Illum	Roadwork		
PERCENT	100	100	100	100		

RECEIVED
AUG 24 1973
BRIDGE DIVISION

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Partly Cloudy			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Overcast			
FRIDAY	Clear			
SATURDAY				

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Pease, Glenn, Berg

RECEIVED
AUG 22 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8/12/73	
MONDAY 8/13/73	Office working on Semi-Final estimate.
TUESDAY 8/14/73	Office working on Semi-Final estimate.
WEDNESDAY 8/15/73	Office working on Semi-Final estimate.
THURSDAY 8/16/73	Office working on Semi-Final estimate.
FRIDAY 8/17/73	Semi-Final ready for submittal.
SATURDAY 8/18/73	

REMARKS

Project completed on June 14, 1973.
Final Inspection made on June 19, 1973

FINAL REPORT

SIGNED Ellis H. Jones LOCATION Eugene, Oregon

ELLIS H. JONES, RESIDENT BRIDGE ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

STATE COPY

ADD EFFECTIVE DATE 6-25-73
Contingent upon modification of Project agreement if additional funds are required.

D. K. Hosmer
Dist. Engineer

A-105--5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

8-9-73

APPLYING TO CONTRACT PROJECTS Order No. 7

Date June 25, 1973, 19....

Project Name S.P.R.R. Overcrossing (Goshen) Section Contract No. 7602 F. A. Project No. I-5-3(87)1

Highway Pacific Prefix 620-1044 Account No. 07-276-07

County Lane

Description of Work To Be Done: Install Stimsonite 88 (single-white) reflectors on the concrete median barrier at 50-foot intervals, both sides (see attached sketch for location on barrier.)

Location by Station Numbers:

Sta. 370+79 to Sta. 60+00

Estimate of Quantities and Costs:

Materials	$200.00
Equipment	50.00
Labor	250.00
Total	$500.00

Explanation: The reflector installation is to provide for improved barrier visibility and improved traffic safety.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,138,050.56
Present estimate of project cost, including $500.00 for work under this order	$1,044,029.26
Expected under-run (amount)	$94,021.30
Expected under-run (per cent)	8.26%

Space to right of this line is for use of Salem Office

Submitted by: Ellis Spruce
Resident Engineer

Approval Recommended: J. L. Wilson
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer.

State Printing

7602

August 8, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-3(87)190

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7602, State Force Order No. 8

Project S.P. Railroad O'xing (Goshen)

Highway Pacific

County Lane

This Order covers the cost of constructing epoxy cutoff dams full length of the transflex joints installed at bents 2 and 5 of this structure. Water seepage occurs at these joints after a rainfall, and investigation of the joints indicates they are watertight but that the accumulated water in the A.C. overlay seeps through cracks in the epoxy grout at the joints.

All work under this Order will be performed by a specialist and State forces will not be involved.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $2,100.00 with Federal participation in the amount of $1,890.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, July 12, 1973.

Your approval as of July 12, 1973 is requested.

BMW:bb
Attach.

7602

5

RECEIVED
STATE HWY ENGR
JUN 29 '73
REFER TO
FOR
DIST. | DIST. | DIST. | DIST. | DIST. | DIST. | DIST.

orig. 6-29-73 TAT

June 22, 1973

G. L. Green, Division Engineer
Federal Highway Administration

Federal-Aid Project
No. I-5-3(87)190

L. H. Young
Office Engineer

Request Contract Acceptance

Contract 7602, Work Completed June 14, 1973

Project S.P. Railroad Overcrossing (Goshen)

Highway Pacific

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 19, 1973

Conditions not acceptable: Leakage through the transflex joints, as discussed in Mr. Lowe's final inspection report, should be corrected prior to the fall rains.

G. K. Hoosman
G. L. Green
Division Engineer

VG:dg

cc F. B. Klaboe
L. H. Young
V. Gallagher

orig. to Shirley 7-29-73 TAT
cy Const.
cy Res Engr

S

7602 C 6-20-73 C

6511

6-20-73 2.05PM

RSO EGE 36

LRW RSB

J E CHIDSEY

CC J X WILSON

ALL WORK ON SP OVERCROSSING -GOSHEN- SECTION HAS BEEN COMPLETED AS OF JUNE 14, 1973. FINAL INSPECTION AND ACCEPTANCE OF THE PROJECT WAS MADE ON JUNE 19, 1973 BY OSHD AND ~~FHSW~~ FHWA PERSONNEL AND THE CONTRACTOR.

E H JONES

FG

3/4 4.4.

NOTED
J. E. CHIDSEY

RECEIVED
JUN 21 1973
UTILITY UNIT

XC: C W. Head - Attn. Kathy.

STATE COPY

7602 6 17 73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

#7602

OHD (Coulter)
Region
h DC C. Hoefler

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	15	Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/19/73	T. P. Lowe, Area Engineer	I-5-3(87)190

IN COMPANY WITH			
*See below			
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Unsatisfactory		100

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
JUN 26 1973
REGIONAL OFFICE

6-28-73 cy Coulter Young

SP RAILROAD OVERCROSSING (COSHEM)
PACIFIC HIGHWAY
Grading, Paving and Structures

1. **Scope of Inspection**

This inspection consisted of a field review of the completed work and an office review of the documentation concerned with trainee requirements of the contract. The following persons attended the inspection:

Killis Jones, Resident Engineer
Bryan Jackmond, OSHD
J. X. Wilson, Regional Construction Engineer
H. E. Mayfield, Resident Engineer
Jerry Lundmark, Contractor's Representative
Bill Ashorn, District Engineer
Tom Lowe, Area Engineer, FHWA

RECEIVED STATE HWY ENGR
JUN 27 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

2. **Summary of Findings and Recommendations**

The project has been constructed in substantial compliance with approved plans and specifications including authorized changes and extra work and acceptance is recommended. The Resident Engineer advised that the Southern Pacific RR representatives will make their inspection shortly and acceptance is expected.

The contractor used 510 days to complete the work. The contract allowed 450 days. 60 days are being charged to liquidated damages. It is likely the contractor will request a time extension. This matter will be reviewed following the State's recommendation.

Flexible guideposts were installed in the gore area in both the northbound and southbound off-ramp just east of Goshen Bridge. These posts were included as an experimental item. Close examination of the posts reveal that several have been struck by automobiles and others have received various degrees of damage due to vandalism. More than half of the reflectors were no longer on the guideposts. The guideposts themselves however were all standing and functional. Mr. Ashorn, District Maintenance Engineer, said

(more)

NOTED
H.S.COULTER

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

that some of the posts had broken off or were pulled out of the ground and that maintenance forces had repaired them. He suggested that larger bases be provided on future installations to prevent the pulling of posts from the ground.

The guideposts adjacent to the through travel lanes have white reflectors and guideposts which indicate the location of the off-ramp have yellow reflectors. Since most of the reflectors are gone particularly on the southbound Willamette Highway off-ramp, the white guideposts are all that remain. It appears that the white guideposts in the gore area and along the off-ramp tend to cause a minor degree of confusion since the white reflectors or white guideposts are normally used to delineate the through lanes. Therefore I recommend consideration be given to using yellow guideposts or at least partly yellow guideposts adjacent to ramps since the flexible guideposts themselves seem to have a longer life than do the reflectors placed on them.

Water from a rain storm which occurred several days prior to the inspection was still dripping through the transflex joint installations. No water leakage was noted through the deck section itself which indicates the uniroyal deck seal is performing well. It appeared however that the seal on the deck surface is holding the water in the 2" overlay. This water is seeping very slowly to the transflex joints. Attached is a drawing of the transflex joint seal. It appears that the water is seeking cracks or voids in the epoxy grout under the edges of the seal. The Resident Engineer indicated that the seal was placed on fresh grout bed at the time of construction. It now appears that traffic impact on the center portion of the seal itself has caused some cracking of the grout allowing leakage. The State proposes constructing a vertical epoxy dam approximately 1/4" in width for the full length of the seal. Since the contractor performed his work in accordance with the plans and since he is not equipped to perform this specialty type of work, I recommend the epoxy dam be constructed under a negotiated agreement between the State and a specialist in this type of work. The financing to be handled in much the same manner as a State force order. The State will monitor the effectiveness of this epoxy dam to determine if it should be utilized on similar future installations.

3. Contractor's Trainee Program

The contractor has one trainee on this project (see attached list). The Resident Engineer's files contain a copy of the approved trainee program and the contractor's quarterly reports. The State did not know if the trainee had received an individual copy of his training program.

There was no record of the State actually observing the Trainee's activities to determine if the proper training was being received. In discussing this matter with the Resident Engineer he indicated that he was not aware of the degree or method of inspection he was to perform to insure compliance in the mandatory training program. As in the case of other residents interviewed, he was using his own initiative in reviewing the trainee program.

(more)

I make the following two recommendations:

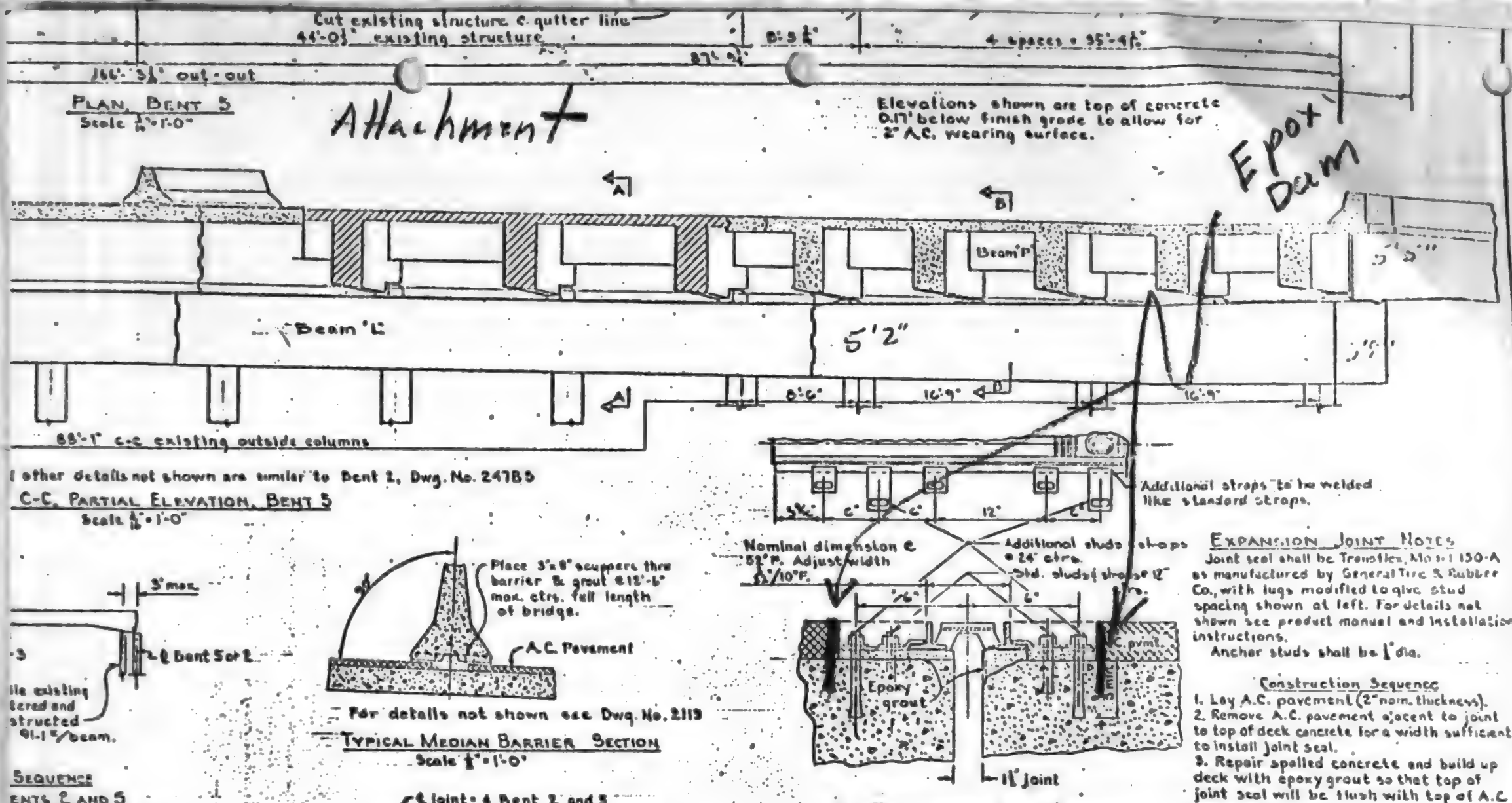
1. That a simplified uniform system of monitoring training program compliance be adopted for Statewide use. Guidelines should be general enough to allow flexibility to adapt to various project conditions.

2. That the guidelines provide for a random check of the trainee's activities in lieu of a 100% observation. I feel a random check would provide a reasonable assurance of compliance at a practical cost.

Attachments

Attachment

Epoxy Dam



PLAN, BENT 5
Scale 1/16" = 1'-0"

Elevations shown are top of concrete 0.17' below finish grade to allow for 2" A.C. wearing surface.

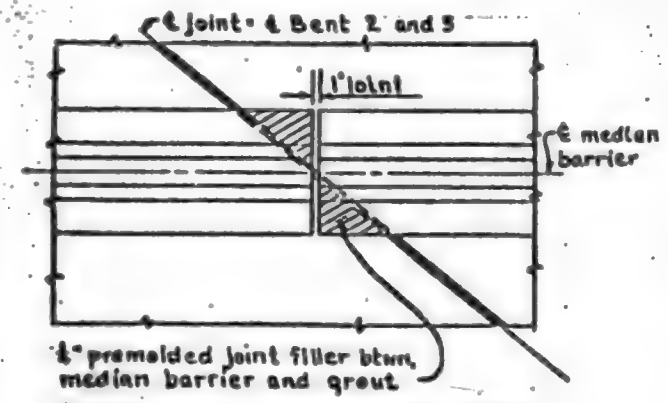
All other details not shown are similar to Bent 2, Dwg. No. 24785

C-C, PARTIAL ELEVATION, BENT 5
Scale 1/16" = 1'-0"

SEQUENCE
ENTS 2 AND 5
ove existing bearings
of beams.
n bottom of beam by
grout to make flush
f existing columns
tom of existing beam
n the elastomeric pad
tal has reached its
rt for a minimum of
pack grout.
isting median
m Spans 2, 3, & 4.
RIER

For details not shown see Dwg. No. 2113

TYPICAL MEDIAN BARRIER SECTION
Scale 1" = 1'-0"

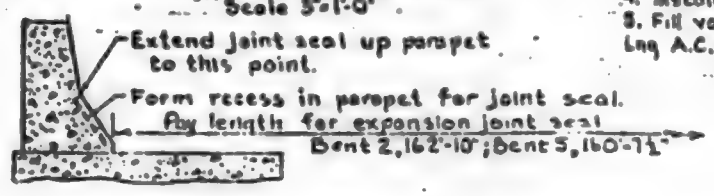


Provide special barrier panel lengths as required to locate open joints ℄ ℄ Bents 2 & 5.

MEDIAN BARRIER JOINT DETAILS AT BENTS 2 & 5
Scale 1" = 1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 1"=1'-0" SHOULD BE READ 1/2"=1'-0".
INDICATED SCALE 1/16"=1'-0" SHOULD BE READ 1/32"=1'-0"

EXPANSION JOINT DETAIL
Scale 3"=1'-0"


Extend joint seal up parapet to this point.
Form recess in parapet for joint seal.
Pay length for expansion joint seal
Bent 2, 162'-10"; Bent 5, 160'-1½"

EXPANSION JOINT DETAIL AT RAIL
Scale 1" = 1'-0"

EXPANSION JOINT NOTES

Joint seal shall be Transflex, Model 150-A as manufactured by General Tire & Rubber Co., with lugs modified to give stud spacing shown at left. For details not shown see product manual and installation instructions.

Anchor studs shall be ¾" dia.

Construction Sequence

1. Lay A.C. pavement (2" nom. thickness).
2. Remove A.C. pavement adjacent to joint to top of deck concrete for a width sufficient to install joint seal.
3. Repair spalled concrete and build up deck with epoxy grout so that top of joint seal will be flush with top of A.C. pavement.
4. Install joint seal.
5. Fill void between paving dam and existing A.C. pavement with ~~A.C. pavement~~ ⚠ black epoxy concrete.

DATE	REVISION
5-7-71	⚠ Paving dam voids

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECONSTRUCTION OF GOSHEN OVERCROSSING

BENT 5

APPROVED: James K. Hirschbaum
BRIDGE ENGINEER

DESIGNED H.D.W. CHECKED W.J.Q.
DRAWN JS CALC. BOOK 1310

DATE May 10, 1971 SHEET 11 OF

BRIDGE NO. 6836A DRAWING NO. 24785

Form C-141*

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

* Except for Apprentice Program **

Project No. 7602
Date Work Started 7/21/71

Approved Training	Trainee Name	Trainee Started	Trainee Terminated	*Approved Trng. Hrs.	Hours Received	*Does trainee have copy of trng. program	*Has cert. of issued to tra
Carp Apprent	Mario Scalisi	8-23-71	12-17-71	/	/ 616		/

Except for Apprentice Program

** A - Layoff
B - Terminated (Fired)
C - Still Working
D - Quit on Own
E - Transferred to Another Job

es trainee have py of trng. program	*Has cert. of trng. been issued to trainee?	*Do job hrs compare to apprvd trng hrs	** Status	Minority
✓	✓	✓	A	yes

7602

March 8, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-3(87)190

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7602, Extra Work Order No. 6

Project S.P. Railroad O'xing (Goshen)

Highway Pacific

County Lane

This Order covers the cost to furnish and install a 16-inch conduit and a 12-inch corrugated metal pipe to relieve a drainage problem caused by water being trapped at the concrete median barrier in the southbound lanes due to a reversing superelevation in the roadway. Work under this Order was not apparent until heavy rains occurred.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively approved by the Federal Highway Administration District Engineer, February 7, 1973.

Your approval as of February 7, 1973 is requested.

BMW:bb
Attach.

5

7602

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 21, 1973

Federal-aid Project
No. I-5-3(87)190

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7602 Extra Work Order No. 5

Project S.P. Railroad Overcrossing (Goshen)

Highway Pacific

County Lane

The order covers work on the "CD" line (Franklin Blvd.) to improve safety by bringing the shoulders, between the edges of the retaining wall or the guard rail to an acceptable grade and resurfacing the area. The paving work (top course class "C" AC) will be performed on a nonparticipating basis.

Attached are copies of a letter from the Regional Construction Engineer and the Resident Engineer.

The shoulder work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on February 2, 1973.

Your approval as of February 2, 1973 is requested.

Attach.

JK:dqk

7-602 STATE COPY 5

MONTHLY TRANSACTION NUMBER 2-23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Lane
MODIFICATION NUMBER 1	(PPM 21-7) 2-2-73	PROJECT NUMBER I-5-3(87)190(Safety)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 21, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,078,334.00	$ 1,084,950.00
Federal Funds	$ 994,870.00	$ 1,000,000.00
Other revisions		

This modification is made for the following reasons:

To add approved items that were previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of February, 19 73.

Oregon State Highway Division
(Official name of Highway Department)

By L.H. Young for E.S. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G.L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-Aid Project
No. I-5-3(87)190(Safety)

S.P. RAILROAD O'XING (GOSHEN) SECTION OF

THE PACIFIC HWY. IN LANE COUNTY

Salem, Oregon, January 16, 1973

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 370+70 Thru Equa. 388+27.94= 45+56.00 to Sta. 60+00)

Subtotal on previous estimate of July 15, 1971			$443,864.10
Revised Estimate			
S.F.O. No. 4 Furnish Impact Attenuator	All Required		3,000.00
S.F.O. No. 5 Temp. & Perm. Pavement Striping	All Required		1,000.00
			$ 4,000.00
	Subtotal		$447,864.10
	10% Engr. & Cont.		44,785.90
	Total		$492,650.00

Type Code X521
S.P. Railroad O'Xing (Str. No. 6836A)(Sta. 384+54.48 to Sta. 387+90.48)

Subtotal on previous estimate of July 15, 1971				$536,440.00
Revised Estimate				
P.A. No. 2 Repair Existing Deck & Beams				
Specialized Equipment & Labor	26 hrs	30.00	$	780.00
Expenses Per Man	13 days	9.60		124.80
Concresives No. 1180	1.5 gals	20.35		30.53
Concresives No. 1050	13 gals	28.75		373.75
Air Compressor & Hose	4 hrs	7.60		30.40
P.A. No. 4 Repair Existing Beams				
Labor	56.5 hrs	9.00		508.50
125 Cu.Ft. Compressor	20 hrs	4.54		90.80
68# to 90# Jackhammer	20 hrs	1.50		30.00
Eroxy No. 2097	2 gal	23.00		46.00
			$	2,014.78
	Subtotal			$538,454.78
	10% Engr. & Cont.			53,845.22
	Total			$592,300.00

Length of Roadway- - - - - - - - - - - - - 0.543 Mile
Length of Structure- - - - - - - - - - - - 0.064 Mile

Total Length - - - - - - - - - - - - 0.607 Mile

Cost of Roadway Per Mile - - - - - - - - - $907,274.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 492,650.00	$ 454,000.00	$ 38,650.00
Structure	592,300.00	546,000.00	46,300.00
Total	$1,084,950.00	$1,000.000.00	$ 84,950.00

Group 1 - 100%

Prefix: 620-1044

Contract No. 7602

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
7-44	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Lane
PROJECT REPORT NO. 4	*(PPM 21-7)* 7-21-71	PROJECT NO. I-5-3(87)190

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.8 mi. S.E. Eugene S.E. 0.44 mi.
"S.P. Railroad O'xing (Goshen) Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION — Railroad and Utility Adjustment	10-27-70 6-2-71	0.607
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,078,334.00	$ 994,870.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By A. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 21 1971

Oregon State Highway Division

Federal-Aid
Project No. I-5-3(87)190(Safety)

S.P. RAILROAD O'XING (GOSHEN) SECTION OF

THE PACIFIC HWY. IN LANE COUNTY

Salem, Oregon, July 15, 1971

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 370+70 Thru Equa. 388+27.94 = 45+56.00 to Sta. 60+00)

Mobilization	All Required		$ 50,000.00
Temporary Protection and Direction of Traffic	All Required		40,000.00
Clearing and Grubbing	All Required		3,500.00
Removal of Structures and Obstructions	All Required		12,000.00
Ditch Excavation	1,200 cu.yd.	2.50	3,000.00
Embankment in Place	31,000 cu.yd.	1.32	40,920.00
Trench Excavation	140 cu.yd.	5.00	700.00
Finishing Roadbed and Slopes	All Required		2,500.00
Watering	750 M-gal.	5.00	3,750.00
Bituminous Base Mixture	1,450 ton	5.75	8,337.50
Asphalt in Bituminous Base Mixture	80 ton	40.00	3,200.00
Coarse Aggregate Base	10,500 ton	2.10	22,050.00
3/4" - 0 Aggregate Base	740 ton	2.35	1,739.00
Class "B" Asphalt Concrete Mixture	8,500 ton	5.75	48,875.00
Asphalt Cement in Mixture	640 ton	40.00	25,600.00
Reinforced Concrete Bridge End Panels	800 sq.yd.	25.00	20,000.00
15-inch Culvert Pipe	350 lin.ft.	8.00	2,800.00
24-inch Culvert Pipe	70 lin.ft.	10.00	700.00
Extra for Pipe Under Pavement	200 lin.ft.	110.00	22,000.00
15-inch Culvert Paved End Slopes	4 only	120.00	480.00
Concrete Inlets, Type G-1	6 only	250.00	1,500.00
Guard Rail, Type 2A	3,800 lin.ft.	3.00	11,400.00
Median Barrier	110 lin.ft.	6.00	660.00
Guard Rail Anchors	8 only	150.00	1,200.00
Extra for Guard Rail Bridge Connections	6 only	150.00	900.00
Concrete Median Barrier	3,400 lin.ft.	10.40	35,360.00
Extra for Asphalt Curbs	900 lin.ft.	1.00	900.00
Guide Posts	35 only	7.00	245.00
Guide Posts, Flexible	15 only	10.00	150.00
Roadside Seeding and Mulching	3 acre	500.00	1,500.00
Signing	All Required		200.00
Remove Existing Sign Installations	All Required		5,800.00
Adjust Existing Sign Bridge			

Painted Wood Sign Posts	All Required		100.00
Sign Support Footings	All Required		5,850.00
Breakaway Sign Posts	All Required		1,200.00
Sign Bridge Structure, Sta. 48+65	All Required		20,500.00
Type "A" Signs in Place	242 sq.ft.	7.00	1,694.00
Sign Illumination Equipment	All Required		4,200.00
			$405,510.50
Flagging (60% of Contractor's Cost)	All Required		$ 2,500.00
On-the-Job Trainee	All Required		800.00
Railroad Protective Cost	All Required		23,000.00
Other Railroad Work	All Required		7,990.00
Work by Pacific N.W. Bell	All Required		1,563.60
Temporary Erosion Control	All Required		2,500.00
			$ 38,353.60
	Subtotal		$443,864.10
	10% Engr. & Cont.		44,385.90
	Total		$488,250.00

Type Code X521
S.P. Railroad O'xing (Str. No. 6836A) (Sta. 384+54.48 to Sta. 387+90.48)

Alterations to Existing Structure	All Required		$ 40,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	2,200 cu.yd.	4.50	9,900.00
Structure Excavation Below Elevations Shown	200 cu.yd.	4.50	900.00
Furnish Steel Piling	4,050 lin.ft.	4.60	18,630.00
Drive Steel Piles	108 only	95.00	10,260.00
Splice Steel Piles	26 only	30.00	780.00
Class "A" Concrete (2,364 C.Y.)	All Required		284,000.00
Composite Expansion Joint, Type 150-A	330 lin.ft.	50.00	16,500.00
Reinforcement (608,000 Lb.)	All Required		85,000.00
Membrane Waterproofing	3,800 sq.yd.	6.00	22,800.00
Preparation of Slopes	1,500 sq.yd.	3.00	4,500.00
Concrete Slope Paving	1,500 sq.yd.	10.00	15,000.00
Berm Paving	430 sq.yd.	10.00	4,300.00
Slope Paving Curbs	300 lin.ft.	5.00	1,500.00
8-inch Culvert Pipe	155 lin.ft.	4.00	620.00
2-inch Electrical Conduit	700 lin.ft.	2.50	1,750.00
	Subtotal		$536,440.00
	10% Engr. & Cont.		53,644.00
	Total		$590,084.00

Length of Roadway - - - - - 0.543 Mile
Length of Structure - - - - 0.064 Mile

Total Length- - - - 0.607 Mile

Cost of Roadway Per Mile- - $899,171.27

Retained in Program Status

Temporary Signing	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	500.00
Permanent Pavement Striping	All Required	500.00
Furnish Impact Attenuator	All Required	3,000.00
Pressure Grouting Deck Cracks	All Required	15,000.00
Repair Existing Bridge Beams	All Required	1,000.00
Pipe Bedding Materials	All Required	200.00
	Subtotal	$ 23,200.00
	10% Engr. & Cont.	2,320.00
	Total	$ 25,520.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 488,250.00	$ 450,459.00	$ 37,791.00
Structure	590,084.00	544,411.00	45,673.00
Subtotal	$1,078,334.00	$ 994,870.00	$ 83,464.00
Retained in Program	25,520.00	23,544.00	1,976.00
Total	$1,103,854.00	$1,018,414.00	$ 85,440.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix: 620-1044

Contract No. 7602

S.P. RAILROAD O'XING (GOSHEN) SECTION

PROJECT I-5-3(87)190

Work by Pacific Northwest Bell
Underground Cable and Conduit

Materials	$ 731.99
Splicing	183.97
Placing	334.58
Trenching by Contract	452.00
Removal Cost	52.68
Salvaged Material	(191.62)
	$ 1,563.60

Lump Sum $1,563.60

Railroad Protective Cost

Engineer Inspector	$15,000.00
Flagging	620.00
Subtotal	$15,620.00
+39% Payroll Additives	6,091.80
	$21,711.80

State will stand $23,000 R.R. Protective Costs

Other Railroad Costs

Track Work	$ 1,450.00
Signal Work	1,880.00
Communication Work	3,430.00
Additives	2,155.00
Salvaged Material	(925.00)
	$ 7,990.00

State Share $7,990.00

S. P. RAILROAD O'XING (GOSHEN) SECTION

FEDERAL-AID PROJECT NO. I-5-3(87)190

NONPARTICIPATING - STATE WORK

Class "B" Asphalt Concrete Mixture Placed by Blade	*1,400 ton	5.75	$ 8,050.00

* It is our intention to eliminate this item from the contract.

RECEIVED
NOV 9 - 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7602

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 8, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

Federal-aid Project
No. I-5-3(87)190

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7602, Extra Work Order No. 4

Project S.P. Railroad Overcrossing (Goshen)

Highway Pacific

County Lane

The Order covers cleaning, patching and painting concrete surfaces of existing columns and web walls. The new paint would cover writing on existing structure and provide a uniform appearance and color to both old and new structures.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer on Sept. 15, 1972.

Your approval as of September 15, 1972 is requested.

JK:bb

Attach.

RECEIVED
AUG 29 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7602

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 25, 1972

TO Glen L. Green, Acting
~~R. W. Simpson,~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-3(87)190

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Contract 7602 Extra Work Order No. 1 Supplemental No. 1

Project S.P. Railroad Overcrossing (Goshen)

Highway Pacific

County Lane

The Order covers additional flagging which is necessary to accommodate the exceedingly heavy traffic on the overcrossing - and to adequately protect the traveling public during construction.

The additional work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator on August 10, 1972. The original order was approved effective July 1, 1971.

Your approval of this order retroactive to July 1, 1971 is requested.

Attachments

JK:dgk

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JUN 20 1972
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7202

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: June 14, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

6-19-72

SUBJECT: S.P. Railroad Overcrossing (Goshen)
I-5-3(87)190
State Force Order No. 5
Total Estimated Amount of the Order - $1,512.86
Federal Participation - $1,361.57

Reference is made to Mr. Young's letter of May 26, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,512.86 with Federal participation of $1,361.57.

Enclosure
State Force Order No. 5

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
ITEM AWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 30 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7602

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. I-5-3(87)190

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Contract 7602, State Force Order No. 5

Project S.P. Railroad Overcrossing (Goshen)

Highway Pacific

County Lane

The Order covers temporary striping during stage construction and permanent striping throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of para. 6 of PPM 21-15.

The estimated total cost of the work to be done under this Order is $1,512.86 with Federal participation of $1,361.57. Reimbursement on an actual cost basis for temporary striping and an agreed unit price basis for permanent striping is requested. Unit prices to be used for permanent striping will be those in effect at the time the work is done.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 22, 1972.

Your approval as of May 22, 1972 is requested.

JK:bb
Attachments

(-188 (Rev. 8-70)

STATE COPY

ject agreement if additional funds are

OREGON STATE HIGHWAY DIVISION

G-IP D. K. H...
Dist. Engin.

Order for State Force Work

Contract No. 7602

5-15-72

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section S.P. Railroad O'Xing (Goshen) Date 4-26-72, 19

Highway Pacific F.A.P. No. I-5-3(87)190

County Lane Prefix 620-1044 Account No. 276-04

Description of Work To Be Done: Provide and install impact attenuator installation ~~and striping~~ during Stage III construction as shown on the attached sketch plans.

Location by Station Numbers: Lt. "L^N" 47+00

Estimate of Quantities and Costs: $3000.00

Explanation: This is an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,138,050.56
Present estimate of project cost, including $3,000.00 for work under this order	$1,138,050.56
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: C. Bakerson Resident Engineer

Approval Recommended: J. F. Wilson Regional Engineer

Approval Recommended: Walter L. Ward For: Construction Engineer or Bridge Engineer

Approved: 5-5-72 Asst. State Hwy. Engr.

Approved: Construction Engineer

SP*72630-734

STATE COPY

APPROVED EFFECTIVE DATE 12-17-71 contingent upon modification of project agreement if additional funds are required.

BY G. K. Hosmer
G. K. Hosmer
Dist. Engineer

DATE 11-30-71

I-5-3(87)190
7602

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date Sept. 27, 19 FEDERAL HIGHWAY ADMINISTRATION

Project Name S. P. Railroad Overcrossing (Goshen)

Highway Pacific

County Lane

Contractor Ross Bros. Construction Inc.

Address 3501 Brooklake Road N. Salem, Oregon 97303

Contract No. 7602

Prefix 620-1044

F. A. Project No. I-5-3 (87) 190

Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install pipe under pavement which was deleted from Contract Bid Items by Price Agreement No. 1 Work includes excavating, placing 15" culvert pipe, backfilling, replacing pavement and other related work necessary to complete this portion of the project.

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

K Conde 12-1-71

NOTED
A. E. JOHNSON

Location by station numbers:

371 + 50
375 + 65
379 + 50
In 50 + 75

Estimate of quantities and cost:

Equipment	(+15%)	$1,364.36
Materials	(+15%)	$1,134.49
Labor	(+20%)	$4,208.45
	Total	$6,707.30

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The Plans and Special Provisions call for "tunneling or Pipe Jacking Methods" for installing pipe under pavement. Due to the possibility of encountering large boulders or rocks the "Open Trench" Method has been approved as a substitute.

NOTED
TOM EDWARDS

WORK HAS NOT STARTED.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,138,050.56
Present estimate of project cost, including $6,707.30 for work under this order	$1,090,371.22
Expected under-run ~~over-run~~ amount	$47,679.34
Expected under-run ~~over-run~~ per cent	4.19%

Space to right of this line is for use of Salem Office

Submitted by: Elliot James HEM
Resident Engineer

Approval Recommended: Walter L. Gatt
Construction Engineer or Bridge Engineer

Approval Recommended: Warren E. Schmeer
Division Engineer

OK W

Approved: A. E. Johnson
State Highway Engineer or

RECEIVED
JUL 9 - 1971
FOR FILING

I-5-3(87)170

7602

July 9, 1971

Ross Bros. Construction, Inc.
3501 Brookleka Road, North
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7602 for $830,000.50 awarded to you by the State Highway Commission on July 1, 1971, for work on the S. P. Railroad Overcrossing in the City of Goshen of the Pacific Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Marchant
C. T. Keeney
Ellis Jones

RECEIVED
JUL 6 - 1971
FOR FILING

I-5-3(87)190

7602

July 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of July 1, 1971, is requested in the award of contract for the S.P. Railroad O'xing (Goshen) Section, Project No. I-5-3(87)190.

The contractor receiving the award is Ross Bros. Construction Inc., in the amount of $950,000.50 with Contract No. 7602 assigned. This bid was received on June 24, 1971, and awarded July 1, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilites, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

R. L. Porter
State Highway Engineer

Federal Highway
Administration endorsement.

By

L. H. Young
Program and Planning Engineer

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

FORM [illegible] (Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
JUN 16 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(87)190

STATE PROJECT NO.: SP R.R. OVERCROSSING

FROM: FOR FILE
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

6-11-71

PROGRAM NO.:

ITEM NO.: I-628

COUNTY NAME: LANE

PROGRAM STAGE (Check): [ ] 1 [XX] 2

TO:
I-5-3(87)190
7602

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Your wire. 6-15-71

NOTED

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 2, 1971	JUNE 2, 1971	INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE 1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,500.00; RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $23,000.00; ON THE JOB TRAINING IN AMOUNT OF $800.00; AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $2,500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $2,500.00; TEMPORARY EROSION CONTROL $2,500.00; ON THE JOB TRAINING $800.00; RAILROAD PROTECTIVE SERVICES $23,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LEVELING OF EXISTING PAVEMENT PRIOR TO THE PLACEMENT OF THE ASPHALT CONCRETE PAVEMENT OVERLAY IS NOT ELIGIBLE FOR FINANCING WITH FEDERAL-AID INTERSTATE FUNDS. THEREFOR, THE 1400 TONS OF CLASS "B" ASPHALT CONCRETE MIXTURE SET UP IN THIS PROJECT FOR LEVELING IS NON PARTICIPATING.

MR. YOUNG'S JUNE 1, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-71	A. H. Green	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 1 - 1971
FOR FILING

I-5-3(82)120
.7602

June 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on June 24, 1971.

I-5-1(47)42 S. Gold Hill Interchange Section
I-5-3(87)190 S.P. Railroad O'xing (Goshen) Section
I-205-7(20)296 West Linn-S. West Linn Interchange Section
I-80N-8(23)367 N. Pk. Jacobson Gulch-N. Ontario Interchange Section
T-5910(3) Mohawk Road-"I" St. (Springfield) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:dg

Encls.

PUBLIC UTILITY COMMISSIONER

NOTED
JACK L. SOLLIS

PUBLIC SERVICE BUILDING • • • SALEM, OREGON • • • 97310

May 27, 1971

IN REPLY PLEASE REFER TO FILE NO.
SXF 479
SXF 517

Jack L. Sollis, Asst. Attorney General
Justice Department - Trial Division
100 State Office Building
Salem, OR 97310

Dear Mr. Sollis:

Re: Grande Ronde River and Union Pacific Overcrossing, La Grande Section, Old Oregon Trail Highway, Union County, Bridge 8431 A, PUC Order 46044, PUX 719, SXF 479

Goshen Overcrossing of Southern Pacific Transportation Company, Pacific Highway, Lane County, Bridge 6836 A
PUX 756, SXF 517

In regards to the above files and your letters of May 3, we acknowledge receipt of the revised drawings and hereby notify you that copies have been sent to all parties of interest.

It appears to us that no amendment of the existing PUC orders is necessary as we can accept these drawings as relatively minor changes in design.

Very truly yours,

DON A. HAAKENSON, Supervisor
Transportation Services

By Lionel Topaz
LIONEL TOPAZ
Senior Transportation Specialist

LT:ps
cc: Parties of Interest

RECEIVED
MAY 23 1971
DEPARTMENT OF JUSTICE
SALEM

RECEIVED
MAY 27 1971
FOR FILING

I-5-3(87)100
7602

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. P. R. R. O'xing (Goshen)
Highway: Pacific (FAR 3)
County: Lane
Prefix:

Res. Engr.
Approx. Length
Sta. to Sta.
Date 5-12-71

Mean Truck A.D.T. 3626
Traffic Coefficient 12.2
18 kip s. a. per day 1678.3

Annual Precipitation 44"+
Frost Penetration - - -
CBE Total Requirement 39.5"

(1)

Typical Soil

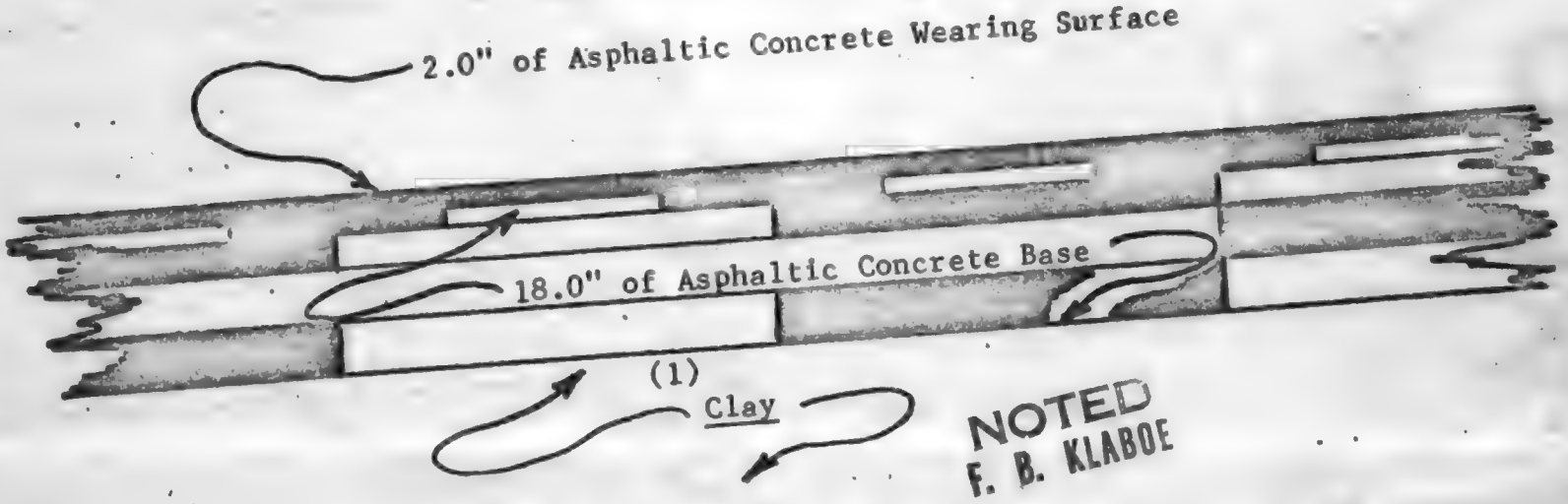
57	LL
25	PI
99	%P 10
84	%P 200
1	% Gravel
3	% C Sand
12	% F Sand
30	% Silt
54	% Clay
9	R Value
A-7-5	AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C.W.S.
36.0	18.0	A.C. Base
40.0	20.0	

NEW WORK
STRUCTURAL SECTION
Ends of Structure



NOTED
F. B. KLABOE

See Page 2 for remarks.

-over-

Submitted by C. J. Briggs
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H. Gibbens
Asst. Program and Planning Engineer

Approved by
Asst. State Highway Engineer

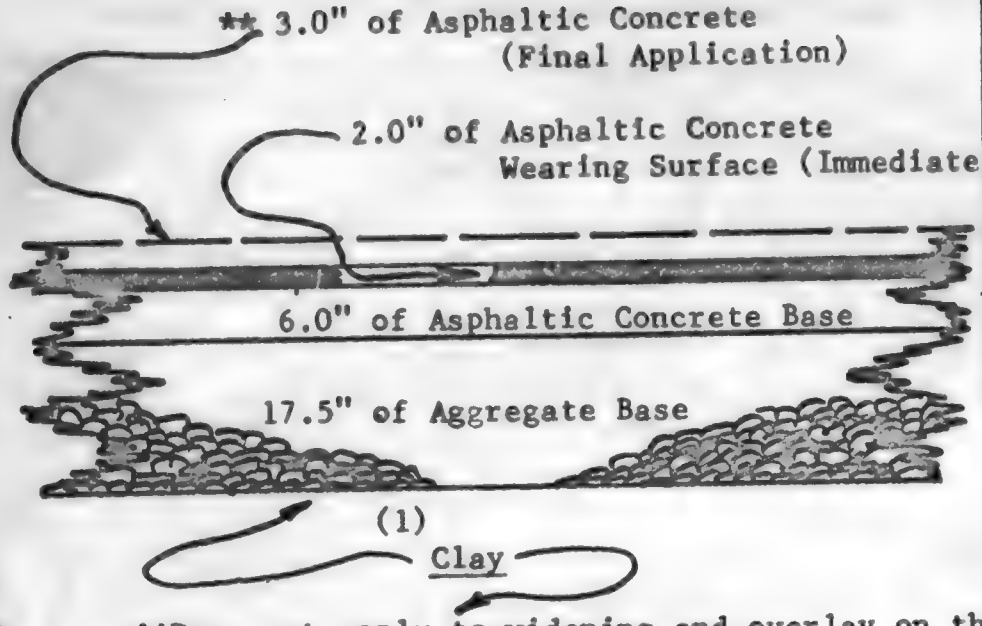
F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

"NEW WORK" STRUCTURAL SECTION

WIDENING

CBE Requirement 39.5"
Traffic Cefficient 12.2

Credit	Actual Thick.	Component
6.0	3.0	A.C. (F. A.)
4.0	2.0	A.C.W.S. (I.)
12.0	6.0	A.C.B.
17.5	17.5	A.B.
39.5	28.5	

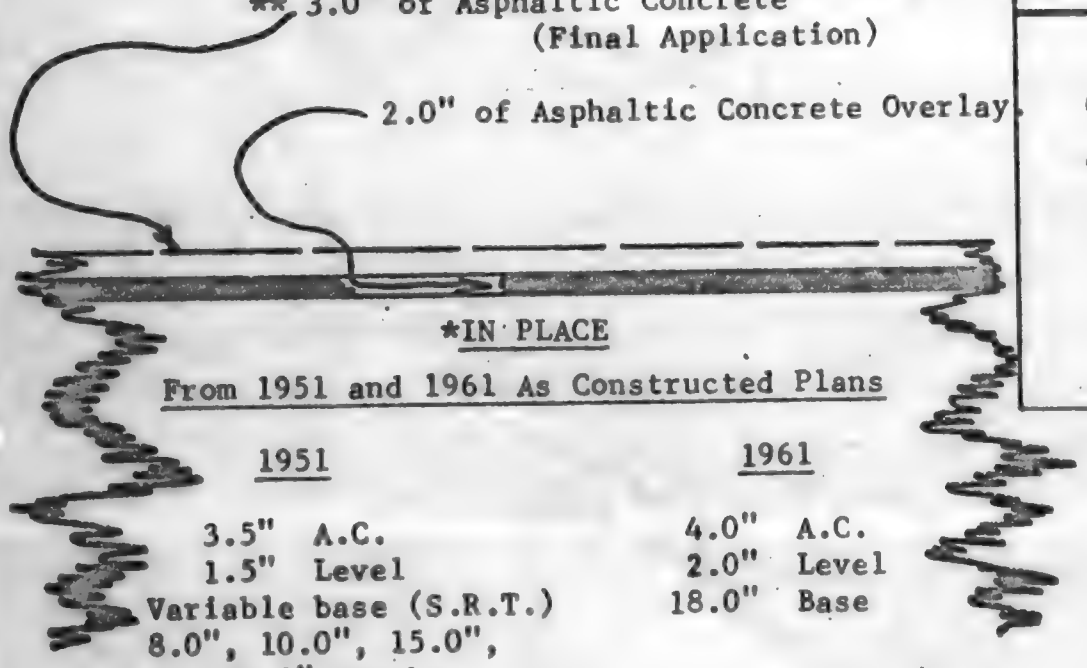


**Does not apply to widening and overlay on the Goshen Leg.

"EXISTING ROADWAY" STRUCTURAL SECTION

Traffic Coefficient ('61-'81) 10.7
CBE Requirement 34.5"

Credit	Actual Thick.	Component
6.0	3.0	A.C. (F.A.)
4.0	2.0	A.C. (I.)
	IN PLACE	
	See section.	



*IN PLACE

From 1951 and 1961 As Constructed Plans

1951	1961
3.5" A.C.	4.0" A.C.
1.5" Level	2.0" Level
Variable base (S.R.T.) 8.0", 10.0", 15.0", and 18.0" depths.	18.0" Base

2.0" Overlay of A.C. in 1961.

* Three test holes were drilled in the section in March, 1967. The A.C.W.S. depth varied from 6.0" - 8.0", and the base material thickness ranged from 13.5" to 22.0". Contamination of the lower part of the base by the subgrade soils was noted.

SECTION: S. P. R. R. O'xing (Goshen)

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
11.0 - 12.0	4.0"	6.0"	---	17.0"	37.0"	27.0"
10.0 - 11.0	4.0"	6.0"	---	14.0"	34.0"	24.0"
9.0 - 10.0	4.0"	4.0"	---	14.5"	30.5"	22.5"
8.0 - 9.0	3.5"	4.0"	---	12.5"	27.5"	20.0"
7.0 - 8.0	3.5"	4.0"	---	9.0"	24.0"	16.5"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"

Remarks:

The full depth asphaltic concrete section (20 Year Design Period) recommended for the ends of the structure is to eliminate grade problems encountered from maintenance and future overlays.

The widening portion (20 Year Design Period) and the overlay section (11 Year Design Period) have been designed to allow for the overlay thickness as approved in the 1970 Interstate Needs Study.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. & Base	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

S.P.R.R. O'xing (Goshen) Unit
SECTION: Judkins Point-Goshen Section

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

24,800 Present ADT (1971)

10.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	540	1.8	972	756	450	340,200
3	550	1.8	990	770	1000	770,000
4	95	1.8	171	133	1250	166,250
5	1400	1.8	2520	1960	3180	6,232,800
6	5	1.8	9	7	2570	17,990
				3626	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 7,527,240

TWENTY YEAR EWL 150,544,800

TRAFFIC COEFFICIENT 12.2

TRAFFIC ANALYSIS

SECTION: S.P.R.R. O'xing (Goshen)

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

13,000 Present ADT (19 61)

9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	200	2.31	462	331	450	148,950
3	160	2.31	370	265	1000	265,000
4	60	2.31	139	100	1250	125,000
5	745	2.31	1721	1233	3180	3,920,940
6	5	2.31	12	9	2570	23,130
				1938	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 4,483,020

ELEVEN YEAR EWL 49,313,220

TRAFFIC COEFFICIENT 10.7

TRAFFIC ANALYSIS

SECTION: S.P.R.R. O'xing (Goshen) (Goshen Leg)

HIGHWAY: Willamette

COUNTY: Lane

6600 Present ADT (1971)

15.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	155	1.7	264	210	450	94,500
3	355	1.7	604	480	1000	480,000
4	20	1.7	34	27	1250	33,750
5	500	1.7	850	675	3180	2,146,500
6	5	1.7	9	7	2570	17,990
				1399	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,772,740

TWENTY YEAR EWL 55,454,800

TRAFFIC COEFFICIENT 10.9

SECTION: S.P.R.R. O'xing (Goshen)

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete, Oil, and P.C.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: See remarks
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable for this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a widening project and Asphaltic Concrete is more desirable for this type construction.

RECEIVED
MAY 4 1971
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

I-5-3(87)170
7602

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

May 3, 1971

DISTRICT ATTORNEYS
ASSISTANCE DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

RALPH CHEESMORE
G. JAY MILLIGAN
CHARLES A. THOMPSON
INVESTIGATORS

NOTED
LEE JOHNSON

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: Oregon State Highway Commission Applicant
Amended construction plans Goshen Overcrossing of
Southern Pacific Transportation Co.,
Pacific Highway - Lane County, Bridge No. 6836A
PUX 756, SFX 517

Dear Mr. Haley:

On December 5, 1969, PUC Order No. 46417 was issued, authorizing the reconstruction of the existing Goshen Overcrossing of the Southern Pacific Railroad to four lane standards. Subsequent to that, revised drawings were submitted to the Public Utility Commissioner.

The revised drawings indicated that the structure would be widened to four lanes and that during construction a detour would be constructed. It has now been decided that it will be necessary to widen the structure to five lanes and that a detour will not be necessary, inasmuch as the widening of the structure will be accomplished by stage construction.

Inasmuch as the clearances both final and impaired will remain the same as in the application and that the only change will be in the manner of construction and the size of the completed structure, it is anticipated that an amended PUC Order will not be necessary and that substitutions of the drawings will be sufficient. If substitutions of the drawings will be sufficient, I would appreciate your early advice.

I enclose for your information, six copies of bridge drawings 23914, which was revised April 20, 1971, 27145 and 27146.

The drawings should provide all the necessary information to all the interested parties.

NOTED
JOM EDWARDS

If there are any questions concerning this matter, I should be most happy to answer them.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Encs.
cc- Tom Edwards
F. B. Klaboe
Ivan Merchant
F. D. Morgan
T. W. Litchfield
C. T. Keasey

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-5-3(17)190

HIGHWAY BUILDING • SALEM, OREGON • 97310

7602

April 26, 1971

Mr. Jack Sollis
Assistant Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Dear Mr. Sollis:

Amended PUC Application
Reconstruction - Goshen
Overcrossing of SPRR
Pacific Highway
Lane County
Bridge 6836A

On December 5, 1969, PUC Order No. 46417 was issued authorizing the reconstruction of the existing Goshen Overcrossing of the Southern Pacific railroad to four-lane standards. A review of traffic demands at the site of this crossing indicates a need for an additional traffic lane for south-bound traffic. We are, therefore, requesting an amendment of the PUC order to cover this revision. I am enclosing 12 prints each of Bridge drawings 23914 (Rev. 4-20-71), the vicinity map, and drawings 27145 and 27146, the plan and elevation drawing and stage construction drawing for the revised five-lane structure.

In the original application request, it was indicated that a temporary detour structure would be required in order to maintain traffic during the reconstruction. With the revision to a five-lane plan, traffic will be maintained on the existing or widened structure through a sequence of stage construction as shown on drawing 27146. The temporary detour structure will not be required under the revised plan.

The alignment and grades of the highway and the final clearances and impaired construction clearances to the railroad and all other conditions remain the same as under the previous submittal.

Will you please proceed with the filing of a request for an amendment to the existing PUC order to cover the revisions as described above and as shown on the enclosed drawings. The reconstruction of the Goshen

Overcrossing is to be placed under contract at the earliest possible date but no later than June 24, 1971. Contracting of the work is contingent on receipt of the requested amended order. Please request, therefore, that early attention be given to the request.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

WJH:dh
Enclosures

cc A. E. Johnson
T. W. Litchfield

RECEIVED
APR 27 '71
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1971
FOR FILING

I-5-3(87)190
7602

April 13, 1971

Mr. E. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97304

Dear Sir:

Re: Oregon Project I-5-3(87)190
Cochen-Divide Section
Cochen Overcrossing SPRR
Your Ref. 08-35.6

Reference is made to your March 26 letter concerning the subject project.

You indicate you will participate to the extent of the original four-lane facility plus the detour cost ($978,478).

We are proceeding to work up our plans for the five-lane facility mentioned in your letter, which will provide a minimum structure required to carry traffic without a detour trestle. We are attempting to complete our design work for the May 27 letting; however, it may be necessary to let this project in June.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

cc R. L. Porter
Tom Edwards
F. B. Kinboe
I. D. Merchant
F. D. Morgan
F. L. Hall
C. T. Keasey

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 26, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(87)190
Goshen-Divide Section
Goshen Overcrossing SPRR

Your letter of March 10 transmitted cost data for four, five, and six-lane structure alternates. The four-lane structure plan included a detour structure and the other alternates did not.

According to your submission the four-lane plan with a detour is $11,331 less expensive than the five-lane layout. We have verified your figures.

We agree in view of the traffic data that a five-lane facility would be more desirable for future updating of this section. We approve your five-lane facility and will participate to the extent of the originally approved four-lane facility plus the detour cost ($978,478).

NOTED
TOM EDWARDS

RECEIVED
MAR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPARTMENT
MAR 10 1971
FOR FILING

I-5-3(87)190
7602

March 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

197

Dear Mr. Simpson:

Re: Reconstruction Goshen Overcrossing of Southern Pacific Railroad
Pacific Highway, Lane County
Bridge 6836A
Oregon Project I-5-3(87)-190

In regard to your letter of December 2, 1970, we have made the following comparable cost estimates of the subject project:

Plan A	Four-lane structure + detour (Bridge width 88')	$ 978,478
Plan B	Minimum structure required to carry traffic without a detour trestle (Bridge width 100')	989,809
Plan C	Six-lane structure (Bridge width 112')	1,132,730*

* Plan C includes:

(1) The cost of grading and paving for an additional southbound lane from Station 376 (850 feet from north end of structure) to the Willamette Highway off-ramp.

(2) The cost of grading and paving for additional northbound lane only to the extent required to allow utilization of that lane during stage construction.

All of the aforementioned plans are based on holding the existing center line location.

As requested in your letter, attached are two copies of the detailed estimate sheets, cost summary sheets, stage construction drawings of Plans B and C and write-ups for the plans. Also included are the up-to-date traffic counts.

Consideration was given to constructing a six-lane structure at the present time. The additional lane provided on the northbound side could not be used until a six-lane grading and paving project between 30th Avenue and the junction with the westbound Willamette Highway could be completed.

As the construction of a detour structure included in Plan A has no permanent benefit, it would seem more appropriate to apply its cost toward a minimum structure width which could accommodate traffic during construction than to construct Plan A. This would result in a project with a structure width of 100 feet (Plan B) at a cost of $989,809. The additional southbound lane will improve the operational traffic conditions at the off-ramp to the Willamette Highway and will provide for a lane drop in the ultimate six-lane plan.

We ask your approval based on full participation with FAI Funds of Plan B.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments (stage construction drawings in Bridge Dept.)

cc: Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan D. Marchant
F. D. Morgan
C. T. Keasey

LLW:ag sr

Form FHW -121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 2, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(87)190
Goshen Overcrossing SPRR

We have been further reviewing plans for the Goshen Overcrossing of the Southern Pacific Railroad reconstruction. We are concerned over the relatively high cost involved in reconstructing this 4-lane structure.

We would like your estimate of cost to reconstruct the project to 6-lane standards. This would probably negate the need for a detour and substantially reduce the cost of facilitating traffic during construction. We would also like to know the existing traffic count, as well as the forecast traffic for this section.

It could be that with a modest expenditure of other funds a 6-lane facility could be constructed.

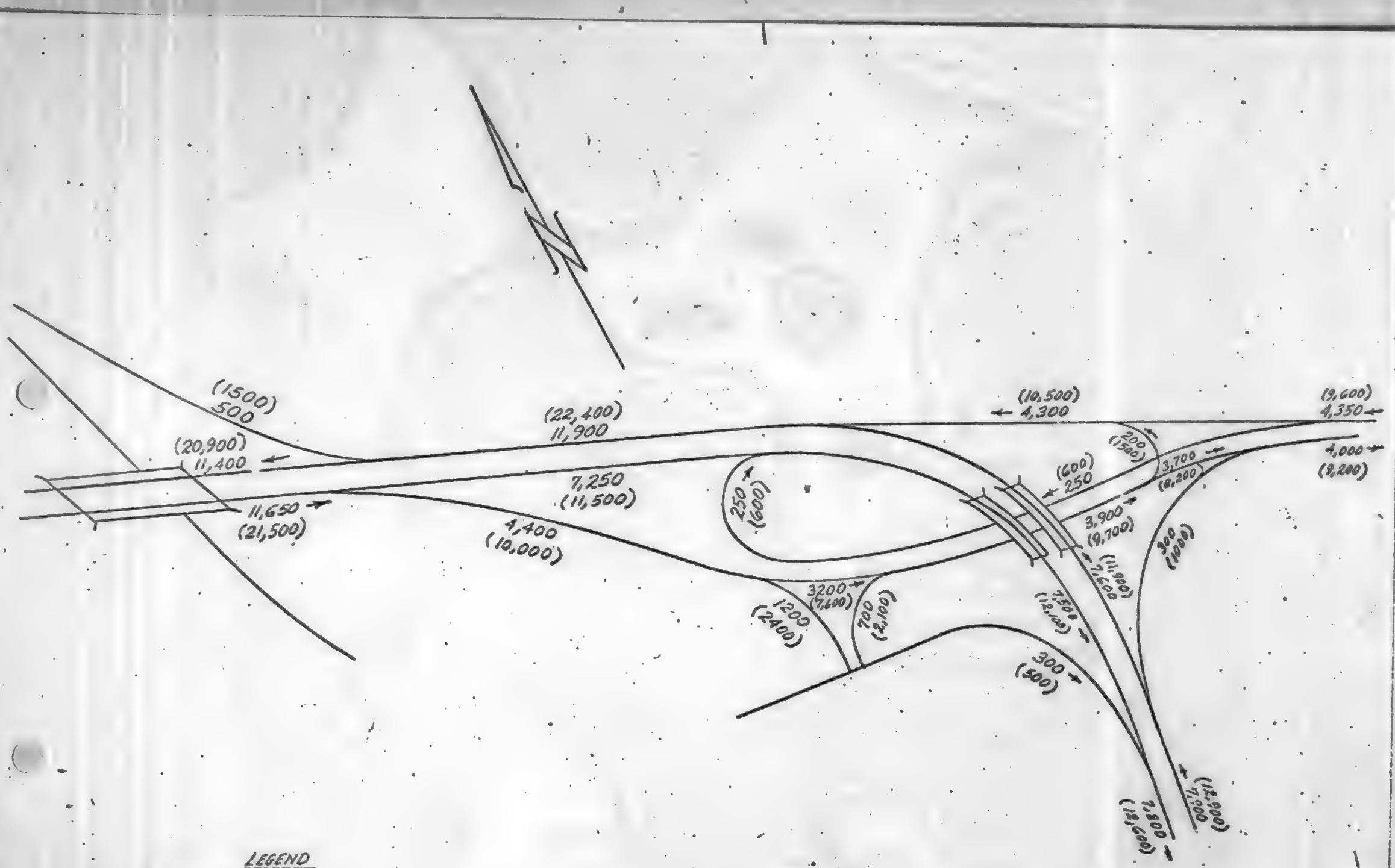
cc: J. Strahan
Design
Johnson
Morgan
copy

RECEIVED
DEC 10 1970
BRIDGE DIVISION

Johnson
RLP

RECEIVED
DEC 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



LEGEND

000 1970 ADT

(000) 1990 ADT

GOSHEN INTERCHANGE

PACIFIC HIGHWAY

M.P. 130

2/2/71

Reconstruction-Goshen O'xing S.P.R.R.
Pacific Hi[illegible]ay Lane County
Bridge No. 6836A

COMPARATIVE COST SUMMARY

	PLAN A (4 lanes + detour)	PLAN B* (5 lanes 3SB + 2NB)	PLAN C (6 lanes)
Repair End Spans	$163,000	$163,000	$163,000
New Structure	252,296 (336' x 30' x $25)	353,233 (336' x 42' x $25)	436,000 (336' x 54' x $24)
Detour Structure	97,200	------	------
Grading, Paving, & Temporary Protection to Traffic	274,899	275,355	312,600
Additional Items	74,700	80,500	86,400
	$862,095	$872,078	$998,000
E & C (13½%)	116,383	117,731	134,730
	$978,478	$989,809	$1,132,730

*The minimum structure width required to carry traffic without a detour is a 5-lane structure.

Reconstruction-Goshen Oxing of SPRR
Pacific Highway Lane County
Bridge No. 6836A

PLAN A
(4 lanes + detour)
Detailed Structure Estimate

Item	Quantities	Unit Price	Amount
Alterations to Existing Structure	All Specified		$ 25,000
Timber Detour Structure	All Specified		97,200
Shoring, Cribbing, Etc.	All Specified		20,000
Structure Excavation	2000 Cu. Yds.	$ 4.00	8,000
Structure Excavation Below Elevations Shown	190 Cu. Yds.	6.00	1,140
Furnish Steel Piling	3640 Lin. Ft.	5.00	18,200
Drive Steel Piles	97 Only	120.00	11,640
Splice Steel Piles	24 Only	40.00	960
Class A Concrete	All Required		216,920
Reinforcement	All Required		79,840
Metal Parapet Railing, Single Pipe	688 Lin. Ft.	10.00	6,880
Preparation of Slopes	1640 Sq. Yds.	4.00	6,560
Concrete Slope Paving	1600 Sq. Yds.	10.00	16,000
Berm Paving	32 Sq. Yds.	8.00	256
Slope Paving Curbs	300 Lin. Ft.	4.00	1,200
8-inch Culvert Pipe	150 Lin. Ft.	4.00	600
2-inch Electrical Conduit	700 Lin. Ft.	3.00	2,100
			$512,496

Cost/Ft.^{2} $\frac{\$512,496}{336' \times 30'}$ = $25.00/Ft.^{2}

Reconstruction-Goshen Oxing of SPRR
Pacific Highway Lane County
Bridge No. 6836A
Detailed Estimate

PLAN A
(4 lanes + detour)

Item	Quantities	Unit Price	Amount	Totals
Temp. Protection & Direction of Traffic	All Specified			$51,115
-Roadwork-				
Clearing and Grubbing	All Specified		$1,000	
Removal of Structures & Obstructions	All Specified		8,500	
Ditch Excavation	900 Cu. Yds.	$ 3.00	2,700	
General Excavation	2180 Cu. Yds.	2.00	4,360	
Embankment in Place	28200 Cu. Yds.	1.50	42,300	
Trench Excavation	140 Cu. Yds.	6.00	840	
Finishing Roadbed and Slopes	All Specified		1,800	
Watering	530 M Gal.	3.00	1,590	
Coarse Aggregate Base	6060 Tons	2.75	16,665	
3/4"-0 Aggregate Base	700 Tons	2.85	1,995	
Class "B" Asphalt Concrete Mixture	6750 Tons	6.25	42,187	
Asphalt Cement in Mixture	440 Tons	35.00	15,400	
Asphalt in Tack Coat	5 Tons	100.00	500	
Reinforced Concrete Br. End Panels	650 Sq. Yds.	25.00	16,250	
15-inch Culvert Pipe	350 Lin. Ft.	5.20	1,820	
24-inch Culvert Pipe	70 Lin. Ft.	10.00	700	
Extra for Pipe Under Pavement	200 Lin. Ft.	10.00	2,000	
15-inch Paved Culvert End Slopes	4 Only	145.00	580	
24-inch Paved Culvert End Slopes	4 Only	175.00	700	
Concrete Inlets, Type G-1	6 Only	180.00	1,080	

Item	Quantities	Unit Price	Amount	Totals
Guard Rail, Type 2A	3100 Lin. Ft.	$4.50	$13,950	
Metal Median Barrier	110 Lin. Ft.	7.00	770	
Guard Rail Anchors	8 Only	225.00	1,800	
Extra for Guard Rail Br. Connections	6 Only	175.00	1,050	
Concrete Median Barrier	3200 Lin. Ft.	10.00	32,000	
Extra for Asphalt Curbs	900 Lin. Ft.	1.50	1,350	
Guide Posts, W-1	22 Only	8.00	176	
Guide Posts, Y-2	26 Only	8.50	221	
Roadside Seeding	3 Acres	250.00	750	
Roadside Mulching	250		750	
Move Existing Sign Br.	All Specified		8,000	
				$223,784
*Structure Including Detour				512,496
				787,395
Additional Items				
Flagging (State Share			2,500	
R.R. Protective Costs			23,000	
Other R.R. Costs			15,000	
Permanent Pave Striping			500	
Furnish Impact Attenuator			3,000	
Pressure Grouting Deck Cracks			9,000	
Membrane Waterproofing Br. Deck			20,700	
Repair Existing Br. Bms.			1,000	
				$74,700
				862,095
			13½%	116,383
				$978,478

*See Attached Estimate

Reconstruction-Goshen Oxing of SPRR
Pacific Highway Lane County
Bridge No. 6836A.
Detailed Estimate

PLAN B
(5 lanes - 3S.B. + 2N.B.)

Item	Quantities	Unit Price	Amount	Totals
Temp. Protection & Direction of Traffic	All Specified		$52,400	
Rev. to & Addition of Perm. Signing	All Specified		6,500	
				$ 58,900
-Roadwork-				
Clearing and Grubbing	All Specified		1,000	
Removal of Structures & Obstructions	All Specified		8,500	
Ditch Excavation	900 Cu. Yds.	$ 3.00	2,700	
Embankment in Place	31000 Cu. Yds.	1.50	46,500	
Trench Excavation	140 Cu. Yds.	6.00	840	
Finishing Roadbed and Slopes	All Specified		1,800	
Watering	500 M Gals.	3.00	1,500	
Coarse Aggregate Base	6700 Tons	2.75	18,425	
3/4" - 0 Aggregate Base	540 Tons	2.85	1,539	
Plant Mix Bituminous Base	460 Tons	6.15	2,829	
Class "B" Asphalt Concrete Mixture	6080 Tons	6.25	38,000	
Asphalt Cement in Mixture	425 Tons	35.00	14,875	
Asphalt in Tack Coat	5 Tons	100.00	500	
Reinforced Concrete Br. End Panels	710 Sq. Yds.	25.00	17,750	
15-inch Culvert Pipe	350 Lin. Ft.	5.20	1,820	
24-inch Culvert Pipe	70 Lin. Ft.	10.00	700	
Extra for Pipe Under Pavement	200 Lin. Ft.	10.00	2,000	
15-inch Paved Culvert End Slopes	4 Only	145.00	580	
24-inch Paved Culvert End Slopes	4 Only	175.00	700	
Concrete Inlets, Type G-1	6 Only	180.00	1,080	

Item	Quantities	Un Price	Amount	Totals
ard Rail, Type 2A	3100 Lin. Ft.	$ 4.50	$13,950	
tal Median Barrier	110 Lin. Ft.	7.00	770	
ard Rail Anchors	8 Only	225.00	1,800	
tra for Guard Rail Br. Connections	6 Only	175.00	1,050	
oncrete Median Barrier	3200 Lin. Ft.	10.00	32,000	
tra for Asphalt Curbs	900 Lin. Ft.	1.50	1,350	
ide Posts, W-1	22 Only	8.00	176	
uide Posts, Y-2	26 Only	8.50	221	
oadside Seeding	3 Acres	250.00	750	
oadside Mulching	3 Acres	250.00	750	
				$ 216,455
Structure (No Detour)	All			516,223
Additional Items				
Flagging (State Share			2,500	
R.R. Protective			26,000	
ther R. R. Costs			15,000	
Permanent Pavement Striping			500	
Furnish Impact Attenuator			3,000	
Pressure Grouting Deck			9,000	
Membrane Waterproofing Br. Deck			23,500	
Repair Extg. Br. Bms.			$ 1,000	
				80,500
				872,078
			13½%	117,731
				$ 989,809

*Adjusted from Plan A Estimate.
See Comparative Cost Summary

Reconstruction-Goshen Oxing of SPRR
Pacific Highway Lane County
Bridge No. [illegible]36 A
Detailed Estimate

PLAN C
(6 lanes)

Item	Quantities	Unit Price	Amount	Totals
Temp. Protection & Direction of Traffic	All Specified		$ 56,845	
Rev. to and Addition of Perm. Signing	All Specified		6.500	
				$ 63,345
-Roadwork-				
Clearing and Grubbing	All Specified		1,000	
Removal of Structures & Obstructions	All Specified		8,500	
Ditch Excavation	900 Cu. Yds.	$ 3.00	2,700	
Embankment in Place	34150 Cu. Yds.	1.50	51,225	
Trench Excavation	140 Cu. Yds.	6.00	840	
Finishing Roadbed and Slopes	All Specified		1,800	
Watering	500 M. Gals.	3.00	1,500	
Coarse Aggregate Base	11800 Tons	2.75	32,450	
3/4" -0 Aggregate Base	540 Tons	2.85	1,539	
Plant Mix Bituminous Base	1660 Tons	6.15	10,209	
Class "B" Asphalt Concrete Mixture	6420 Tons	6.25	41,125	
Asphalt Cement in Mixture	512 Tons	35.00	17,920	
Asphalt in Tack Coat	5 Tons	100.00	500	
Reinforced Concrete Br. End Panels	770 Sq. Yds.	25.00	19,250	
15-inch Culvert Pipe	350 Lin. Ft.	5.20	1,820	
24-inch Culvert Pipe	70 Lin. Ft.	10.00	700	
Extra for Pipe Under Pavement	200 Lin. Ft.	10.00	2,000	
15-inch Paved Culvert End Slopes	4 Only	145.00	580	
24-inch Paved Culvert End Slopes	4 Only	175.00	700	
Concrete Inlets, Type G-1	6 Only	180.00	1,080	

Item	Quantities	Unit Price	Amount	Totals
Guard Rail, Type 2 A	3100 Lin. Ft.	$ 4.50	$ 13,950	
Metal Median Barrier	110 Lin. Ft.	7.00	770	
Guard Rail Anchors	8 Only	225.00	1,800	
Extra for Guard Rail Br. Connections	6 Only	175.00	1,050	
Concrete Median Barrier	3200 Lin. Ft.	10.00	32,000	
Extra for Asphalt Curbs	900 Lin. Ft.	1.50	1,350	
Guide Posts, W-1	22 Only	8.00	176	
Guide Posts, Y-2	26 Only	8.50	221	
Roadside Seeding	3 Acres	250.00	750	
Roadside Mulching	3 Acres	250.00	750	
				$ 249,255
*Structure				599,000
Additional Items				
Flagging (State Share)			2,500	
R.R. Protective Costs			29,000	
Other R.R. Costs			15,000	
Permanent Pavement Striping			500	
Furnish Impact Attenuator			3,000	
Pressure Grouting Deck Cracks			9,000	
Membrane Waterproofing Deck			26,400	
Repair Extg. Br. Bms.			1,000	
				86,400
				998,000
			13.5%	134,730
				$1,132,730

*Adjusted from Plan A Estimate.
See Comparative Cost Summary.

Goshen O'xing of S.P.R.R.
Goshen-Cottage Grove Section
Pacific Highway
Bridge 6836A

CONSTRUCTION SEQUENCE PLAN "B"
MINIMUM STRUCTURE WIDTH (100') TO
CARRY TRAFFIC WITHOUT DETOUR TRESTLE

Traffic Stage	Construction Steps
Stage I	1. Remove existing sidewalk beyond curb, southbound, and place temporary barrier.
	2. Drive sheet piling adjacent to new Spans 1 and 5 (as req'd.).
	3. Construct embankment for widened southbound roadway.
	4. a. Construct new two-lane south-bound section. (Falsework can be removed after concrete strength attained.)
	5. Construct temporary southbound surfacing. Place temporary barrier on new two-lane section.
Stage II	6. Move south-bound traffic to new section.
	7. Place temporary supports at end of existing three-span, i.e. bents 2 and 5.
	8. Remove southbound half of existing Spans 1 and 5.
	9. Grade slope to 2 to 1 and shore as required.
	10. Construct southbound half of Spans 1 and 5. (Leave on falsework.) Place temporary barrier on both sides Spans 1 and 5.

Traffic Stage	Construction Steps
Stage III	11. Move northbound traffic to section listed as Step 10 above and remove northbound curb and sidewalk.
	12. Remove northbound half of existing Spans 1 and 5.
	13. Grade slope to 2:1 and shore as required.
	14. Construct northbound half of Spans 1 and 5. Remove falsework including that placed in step 10 above.
	15. Construct northbound widening Spans 2, 3 and 4. Remove falsework and make closure pour.
Stage IV	16. Move traffic to 4 lanes adjacent to northbound curb and pour closure sections.
Stage V	17. Open to traffic.

Goshen O'xing[illegible] S.P.R.R.
Goshen-Cottage Grove Section
Pacific Highway
Bridge 6836A

CONSTRUCTION SEQUENCE PLAN "C"

6 Lanes - 112' Roadway Width

Traffic Stage	Construction Steps
Stage I	1. Remove existing sidewalk beyond curb, southbound, and place temporary barrier.
	2. Drive sheet piling adjacent to new Spans 1 and 5 (as req'd.)
	3. Construct embankment for widened southbound roadway.
	4. Construct new two-lane southbound section. (Falsework can be removed after concrete strength attained.)
	5. Construct temporary southbound surfacing. Place temporary barrier on new two-lane section.
Stage II	6. Move traffic to southbound side of existing centerline.
	7. Construct temporary on right side of northbound traffic.
	8. Place temporary supports at ends of existing thru-span, i.e., at bents 2 and 5.
	9. Remove northbound half of existing spans 1 and 5.
	10. Grade end slopes to 2 to 1 and shore as required.
	11. Construct northbound half of spans 1 and 5. Falsework to remain in place.
	12. Construct northbound widening spans 2, 3 and 4. Remove falsework and make closure pour.

Traffic Stage	Construction Steps
Stage II (contd.)	13. Place temporary barriers for Stage III traffic.
Stage III	14. Move traffic to four lanes adjacent to northbound curb.
	15. Remove southbound half of existing spans 1 and 5.
	16. Grade end slopes to 2 to 1.
	17. Construct remainder of spans 1 and 5.
	18. Remove falsework from spans 1 and 5.
	19. Pour closure section spans 1, 2, 3, 4 and 5.
	20. Open to traffic.
Stage IV	

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 16, 1969

SUBJECT: Goshen Interchange
Railroad Overcrossing Widening
Pacific Highway - 1
Lane County

To: Mr. D. J. Barbee
Design Engineer
S A L E M

When the preliminary plans were returned to the Bridge Department, a plea was made for the incorporation of GM type concrete median rail to be used throughout the subject project. In line with this request, I requested Dale Allen, District Maintenance Superintendent, to try and make a comparison of cost between maintaining our standard medial rail and the concrete median rail. His report with pictures is attached.

As indicated by this report, the estimated yearly maintenance for the median rail through the "S" curve on which the Goshen Railroad crossing is located costs $2,000. In addition to the maintenance cost, I would estimate that in each accident that occurs there is an average of $500 in property damage to the automobile. This would give you an estimated yearly damage of $5,000 to automobiles in accidents involved with the median rail.

As a comparison, the GM rail that was installed on the Washington-Jefferson Street project over the Willamette River has been hit approximately seven times since it was installed. These accidents have not resulted in any maintenance cost for the repair of the concrete rail. It is estimated that the property damage to an automobile that strikes the GM rail would average about $150. Based on the seven accidents, this would amount to $1,050 in property damage to the seven automobiles.

REFERRED TO
Hall
Design Engr.

Routing

1 Barbee	BB	Trout	T
2 Hall	H	Wills	
A. Olson		Hackleman	
Sample		Scott	
Terpin		R. Olson	
Swenson		Carstensen	

RECEIVED
DEC 18 1969
DESIGN DIVISION

Based on economics only, it is highly recommended that you consider the installation of the GM type concrete median barrier for this project.

for: JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc I. D. Merchant

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
December 12, 1969

To:

SUBJECT: Guardrail Maintenance
Railroad O'Xing
at Goshen
I-5

C. T. Keasey
Division Engineer

Attention: John Quiner II

This office has been asked to submit a report on the frequency of maintenance repairs to guardrail at the above location.

Frequency of accidents - A conservative estimate is 8-10 accidents per year in which guardrail was damaged. This includes an area 500 feet north and south of railroad Structure.

Estimate Maintenance
Cost per year -------- $2,000

The two Goshen structures located on the "S" curve on I-5 are one of the worst problem areas in this district as far as ice problems are concerned. I have observed 3 accidents on these structures in the past month and know of 4 accidents caused by vehicles losing control on the structures. Most of the accidents seem to be northbound vehicles.

The attached photos show one vehicle that "pocketed" in the existing guardrail doing extensive damage to the vehicle. Other photos show the skid marks on the GM rail at the Washington-Jefferson structure. Since the GM rail has been installed it has been hit about 7 times and required no maintenance.

It is the opinion of this office that GM rail is certainly warranted on this sweeping "S" curve on I-5.

Dale D. Allen
Dist. Maint. Supt.

DDA/fg
Attachments

RECEIVED
DEC 23 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-3(87)190
4602

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 21, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(87)190
Southern Pacific Railroad Overcrossing (Goshen) Section
Median Barrier

Klaboe

Mr. Klaboe, by December 14 letter, requested approval for the construction of a concrete median barrier in lieu of a metal median barrier with brush rail on subject project.

Mr. Klaboe's request is approved based on safety, economy, and adaptability to the stage construction involved.

12-24-70

NOTED
F. B. KLABOE

RECEIVED TO
Hall
BY / S / ENGR

RECEIVED
DEC 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPT. OF HIGHWAYS
DEC 15 1970
FOR FILE
I-5-3(87)170
7602

December 14, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Southern Pacific Railroad Overcrossing (Goshen)
Section, Pacific Highway (Interstate 5)

The plans for this section require a temporary structure over the railroad for southbound traffic and two detour stages for northbound traffic during the reconstruction of the existing structure. This will require median barrier that must be moved between detour stages before being placed in its final position.

Precast concrete barrier can be adapted economically to the plan since its estimated cost in place is $12 per foot in its final position with $.20 per foot extra cost for temporary placement. The cost of metal median barrier with brush rail is estimated at $10 per foot in final position with $2 per foot extra cost for temporary placement.

Attached is a performance report from Dale D. Allen, District Engineer, on metal median barrier and concrete barrier in the Eugene area. It is his recommendation that concrete barrier be constructed based on high accident incidence resulting in maintenance costs of about $1,000 per mile per year. The concrete barrier installed on the nine-degree curve on the Jefferson-Washington Street Bridge in Eugene has been subject to vehicular impact several times with no damage to the barrier or injuries.

For reasons of economy, safety and reduced maintenance costs, we request your approval of the plans with precast concrete median barrier shown to be installed between Station 370+70 (through an equation) to Station 60+00 for a total length of 3,200 feet. Attached are preliminary plan prints showing the detour stages and final design.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Frank Hall
C. T. Keasey
Dale D. Allen

FLH:jf srb

FORM E-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 2, 1970

SUBJECT: Maintenance Cost on
Median Guardrail

To:
Frank Hall
Design Engineer
S A L E M

In accordance with your request this office has reviewed the maintenance cost on the median guardrail south of Eugene. Between the south end of the Willamette Bridge in Eugene and the Douglas County line there are only two sections that have median rail, they are the Goshen area and section south of Cottage Grove.

Eugene-Goshen Section	4.2 miles
Miscellaneous bridges between Eugene-Cottage Grove	0.8 mile
Cottage Grove Section	2.0 miles
Total	7.0 miles

Guardrail maintenance costs last 5 years for 7 miles of rail

65-66	-	$6,986
66-67	-	6,675
67-68	-	3,060
68-69	-	8,923
69-70	-	7,147
	$32,791	Total spent in 5 years
	$ 6,558	Average cost past 5 years

In round figures this means about $1000/mi/year is spent on guardrail maintenance. A more realistic figure however could be obtained by noting from past experience that a large portion of the guardrail maintenance is limited to three "S" curves; they are the curve just south of Eugene by Pape' Cat MP 127, the Goshen curve, and the curve south of the Village Green by MP 145. Also, the worst of the three is the Goshen curve because of the two structures over the railroad and Willamette Highway that frequently ice up. Taking these factors into account, we can estimate the actual median maintenance costs for the Goshen curve.

Actual average maintenance cost - - - - - - - - - - -	$6,500
Estimate 80% spent at above 3 locations - - - - -	$5,200
Estimate 50% of $5,200 is spent on Goshen median -	$2,600

Therefore, the average annual maintenance cost for median rail on the Goshen curve would approach $26,000 in 10 years not taking into account increase cost of materials and labor.

Another important item is that after 10 or 15 years these high accident locations, such as the Goshen curve, get such a beat up appearance that major overhaul or replacement is warranted. By actual count there are 36 damaged median rail sections between Eugene and Goshen that show minor damage but are not bad enough to replace at this time.

The "GM" rail we have in this District on the Washington-Jefferson Bridge has been struck about 10 times to date and we have spent no money on maintenance of this rail.

We definitely recommend that any future median guardrail contracts for the above locations be the GM rail.

Dale D. Allen
District Engineer

DDA:em

cc: C. T. Keasey
R. N. Bothman

P.S. Photos requested will be sent at later date.

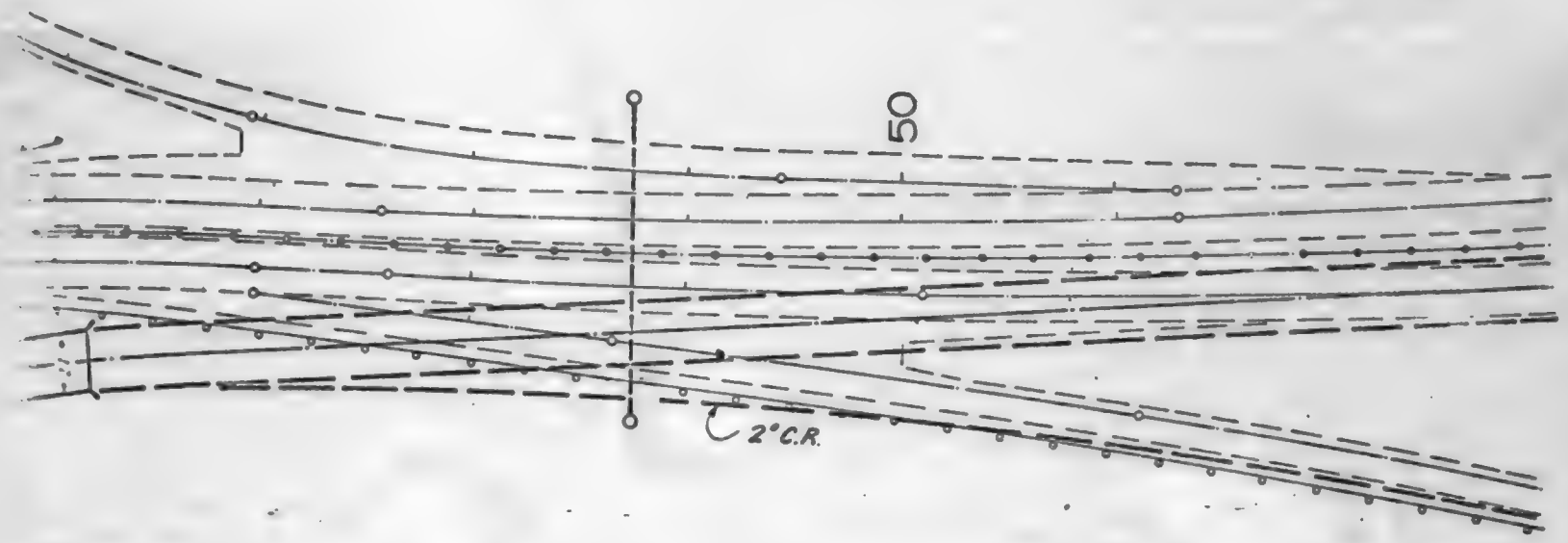
1 Hall
A. Olson
Wills
Hackleman
Carstensen
Kaye
Turpin
Sample

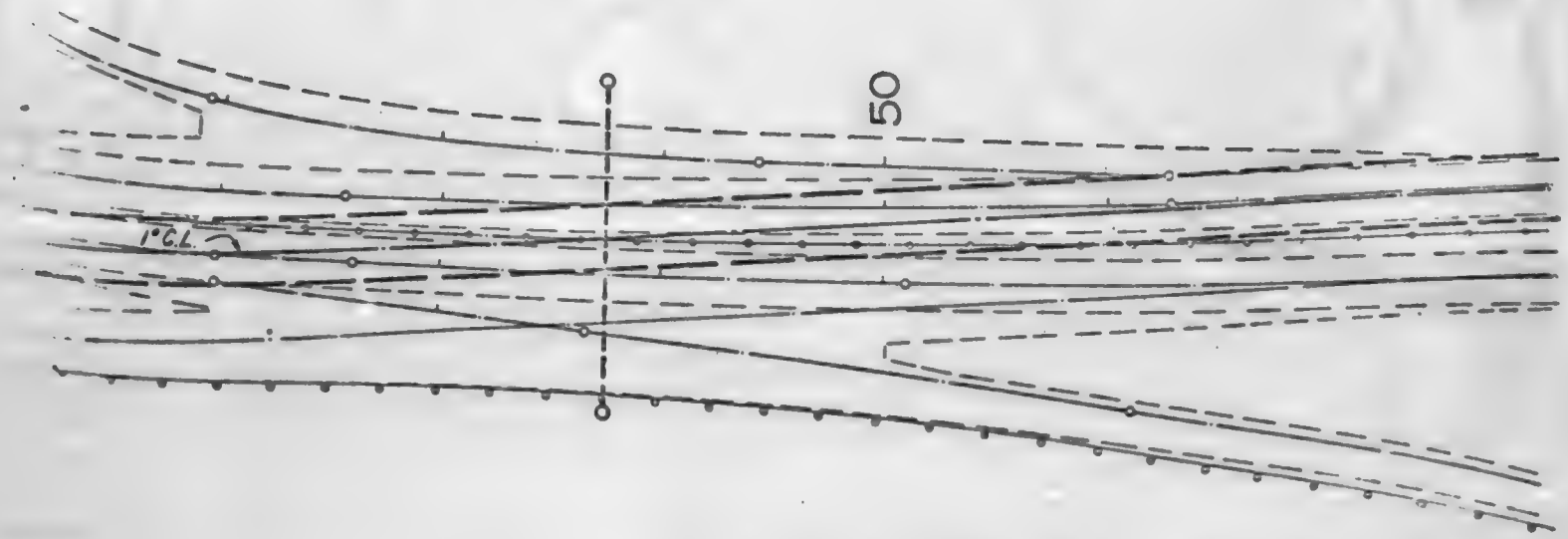
RECEIVED
NOV 4 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

UCTION

S.P. RAILROAD CRK. (GOSHEN) SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET No. 4
F.H.D. FOREST Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	I-5-3(87)130		





S.P. RAILROAD 0% (GOSHEN) SEC.
PACIFIC HIGHWAY
LANE COUNTY
3

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
8	OREGON	153(87)190		

370+79 to Sta. 60+00
ove Extg. Metal Median Barrier

Sta 370+79 to Sta. 60+00
Const. Conc. Median Barrier
With 2 Transitions
For Dtls., See Sht. 2A

Access Control Line

Reconstruct Extg. Ramp
Conc. Deck Girder
Bridge -336'
Roadway Width-88'
Drg. Nos. See Sht. 1
Remove Extg. Ft.
Retain. Wall-52'
For Details See
Bridge Drg. No 1801

388+27.94 POT. Bk. EQUA.
"LN" 45+56.00 P.S. (20' Lt) Ah.
+00.48'

"LN" 47+19.75 P.S.

"LN" & "LS"
250' Sp.
S 1°52'30"
a 0.6

Remove Guard Rail-150'
Const. Guard Rail-150' (Type 2A)
With 1 Anchor
387+90 to 46+51
Remove Extg. P.C. Curb & A.C. Island
Clearing & Grubbing

"LN" 49+60.75 P.S.C.

"LT" 51+69.82 POT. (112' Lt)
"LN" 51+69.80 POC.

"LN" & "LS"
1°30' C.L.
Ta 9°00'
Ts 425.67'

"LN" 53+19.75 P.C.S.

"LN" & "LS"
250' Sp.
S 1°52'30"
a 0.6

"LN" 55+69.06 P.O.T. Ah.
"LN" 55+69.06 P.T. Bk. EQU.

RIW

Match Line "A"

55

386+37.49 P.T.

"RT" 12 78+92.88 POC
385+97.24 POS

"GD" 243+75.78 POC
386+88.52 POT.

388+27.94 POT. Bk. (20' Rt)
"LS" 45+56.00 POT (20' Rt)

"LS" 47+22.90 P.S.

"LS" 47+81.09 POS.
"WE" 47+32.92 POT. (12' Rt)

"LS" 53+22.90 P.C.S.

"LS" 55+72.00 P.T. (Bk.
"LS" 55+72.43 P.O.T. Ah.

"LS" 56+47.87 P.S.

"LN" 57+09.93 P.S.

Const. Guard Rail-150' (Type 2A)
With 1 Anchor
Fasten to Extg. Wall
For Dtls., See Sht. 2A

Access Control Line

RIW

+75 Inst. 15" Culv. Pipe-
Const. Paved End Slope
Under Prmt.-76'
Tr. Exc. 44 C.Y.

"LN" 61+09.93 POS (112' Lt)
"WE" 61+93.90 P.O.T.
"LN" 62+26.45 P.C.
EQUA.

Remove Extg Guard Rail-275'
Const. Guard Rail-225' (Type 2A)

Bridge
Detour Bridge
Main Rdwy. Distr.
Sheet No. 1
Sheet 4
Sheet 4A
Const. Guard Rail
400' (Type 2A)
With 2 Anchors

71.94'

Match Line "A"

09

+90.48

220

520

510

500

Const. Goshen Divide Hwy. Retaining Wall

Normal to Bent

Exc. 1088 (GD)
10 (Detour)
1098

388+27.94 POT. Bk.

EQUATION

45+56.00 POT. Ah.

Exc. 640 (Detour) (Excess)

Emb. in Place 708
640 (Detour)

388

46

50

RECEIVED
DEC 14 1970

FORM E-20 (REV. 10-69)

FOR FILE

I-5-3(87)190
7602

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1970

To: MEMO TO THE FILE

SUBJECT: Additional Adjustment of Railroad and Telephone Facilities
Southern Pacific Transportation Company
Overcrossing (Goshen) Section
Pacific Highway
Lane County
Project No. I-5-3(87)190

On this date, I received advice that the Federal Highway Administration has requested the State to investigate the possibility of constructing a six lane overcrossing structure in place of the presently planned four lane structure at the above captioned location. Signal and communication lines owned by the Southern Pacific Transportation Company and a telephone cable owned by the Pacific Northwest Bell Telephone Company are affected by this proposed construction.

The adjustment of these facilities has been pending for approximately 11 months and the railroad and telephone company were given authorization to proceed with the work on October 29, 1970 on the basis of the four lane proposal. Work on the burial of these facilities will begin on December 14, 1970.

After discussion with Mr. Glen Green of the Federal Highway Administration and Messrs. Wallace, Hart and Young of the Highway Division, I concluded it was in the best interests of the project to proceed with the adjustment of the railroad and telephone facilities in such a way as to accommodate the six lane plan. In order to accomplish this, it will be necessary to bury an additional span length (approximately 150 feet) of open wire as shown on the attached drawing. The estimated additional cost of this work is $1500 for the telephone company and $1600 for the railroad, or a total increase in cost of $3100. If federal funds are approved for this work, an eligibility date of December 14, 1970 has been established with Mr. Green of the Federal Highway Administration.

The telephone company has hired a contractor who will begin work on December 14, 1970 and we have advised both the telephone company and the railroad to proceed with the installation to accommodate the six lane plan.

SP 53475-734

The railroad and telephone company have been requested to submit a revised estimate and upon their receipt, appropriate State Force Orders should be written.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson
A. E. Johnson
Ivan Merchant
V. L. Gallagher
V. E. Skoog
C. T. Keasey
Ellis Jones
Dale Allen
J. E. Holcomb

UTILITY UNIT

RECEIVED
DEC 17 1970
FOR FILE

J-5-3(87)190
7602

NOTED
A. E. JOHNSON

Phone 376-6511

December 11, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Additional Signal and Communication Lines
Southern Pacific Transportation Company
Overcrossing (Goshen) Section
Pacific Highway
Lane County
Project No. I-5-3(87)190
Your File: GMO 71676
0-0-PD-69-14

Gentlemen:

In my letter to you dated October 29, 1970, you were authorized to proceed with the adjustment of your facilities as set forth in the Railroad-State Agreement dated January 19, 1970 on the above captioned project.

Today, I was advised that the Federal Highway Administration had requested the State to investigate the possibility of constructing a six lane facility instead of the presently planned four lane facility over your tracks.

Your signal and communication lines are to be temporarily buried in a common trench with facilities owned by the Pacific Northwest Bell Telephone Company as shown on your Drawing B-740 which was attached to the above mentioned agreement. In order to accommodate the possible construction of a six lane facility, it will be necessary to bury an additional span length of open wire as shown on the attached portion of your Drawing B-740. You have indicated in a telephone conversation to me today that the additional cost for this work is estimated to be approximately $1600.

This is to confirm our telephone conversation that you are authorized to proceed immediately with this additional work as shown on the attached sketch. It is understood that the trench will be dug by a contractor hired by the telephone company and work will begin on Monday, December 14, 1970.

Please submit an estimate for this additional work at your earliest convenience.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
DEC 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
cc: Southern Pacific Transporation Company-
San Francisco
R. E. Simpson
A. E. Johnson
V. L. Gallagher
V. E. Skoog
C. T. Keasey
~~E. L. S.~~ Jones
J. E. Holcomb

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 29, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

RE: Adjustment of Railroad Facilities
S.P.R.R. Overcrossing (Goshen) Section
Pacific Highway - Lane County
Project No. I-5-3(87)190
YOUR FILE: GMO 71676
O-O-PD-69-14

Gentlemen:

The adjustment of your facilities, as detailed in the Railroad-State Agreement dated January 19, 1970 for the above-captioned section, has been reviewed and approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with this work as of October 29, 1970.

Please contact Mr. Ellis Jones, Resident Bridge Engineer, 2193 East 15th Street, Eugene, Oregon 97403, Phone 686-7608, at least three (3) days prior to beginning work so that your work may be coordinated with that of the State's contractor and Pacific Northwest Bell Telephone Company.

Reimbursement for work performed on and subsequent to October 29, 1970 will be made subject to the provisions of PPM 30-3 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
OCT 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

TWL:fw
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher - w/att (2)
V. E. Skoog "
C. T. Keasey " (2)
Ellis Jones "
Dale Allen "
J. E. Holcomb "

NOTE TO MR. KEASEY: Please have a SFO prepared and submitted for this work. Return 1 copy of Exhibit "A" and Railroad Drawing No. B-740 (see SPTC Agreement dated 1-19-70) with SFO. Please prepare separate SFO for Items "D" and "E" of Exhibit "A" after contract is awarded.

DIVISION
OCT 29 1970
FEDERAL HIGHWAY ADMINISTRATION

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

I-5-3(87)190

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7602

October 29, 1970

Pacific Northwest Bell Telephone Company
785 Grant Street
Eugene, Oregon 97402

ATTENTION: Mr. R. M. Kuhner
District Engineering Manager

RE: Telephone Cable Adjustment
SPRR Overcrossing (Goshen) Section
Pacific Highway
Lane County
Project No. I-5-3(87)190

Gentlemen:

Your lump sum estimate of $1,208.38 and sketch map for the adjustment of your facilities on this project, as submitted with your letter of November 3, 1969, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of October 29, 1970.

Please contact Mr. Ellis Jones, Resident Bridge Engineer, 2198 East 15th Street, Eugene, Oregon 97403, Phone 686-7608, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed on and subsequent to October 29, 1970, in the amount of $1,208.38, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher - w/att. (2)
V. E. Skoog " (2)
C. T. Keasey "
Ellis Jones "
Dale Allen "
J. E. Holcomb "

NOTETO MR. KEASEY: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with State Force Order.

NOTED
A. E. JOHNSON

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

DEPARTMENT
NOV 2 - 1970

FEDERAL AID PROJECT NO.
I-5-3(87)190

STATE PROJECT NO.
SPRR OVERCROSSING (GOSHEN) SECTION

COUNTY NAME
LANE

PROGRAM NO.

ITEM NO.
I-628

PROGRAM STAGE (Check)
[ ] 1 [X] 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I-5-3(87)190
7602 MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

orig to Young 11-2-70
10-27-70
10-30-70
cpy to Spencer
2 prongs

NOTED
A. E. JOHNSON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	OCTOBER 27, 1970	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER: STATE ROUTE #1

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED OCTOBER 27, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S UNDERGROUND CABLE EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $1,208.38 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR SEPTEMBER 26, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE NOVEMBER 3, 1969 PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 13, 1970 LETTER.

RECEIPT OF MR. JOHN E. HOLCOMB'S NOVEMBER 17, 1969 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

RECEIVED
OCT 28

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-70	A. E. Johnson	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FORM FHWA-1240
(REV. 3-70)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
NOV 2 - 1970
FOR CLASS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(87)190

STATE PROJECT NO.
SP OVERCROSSING (GOSHEN)

SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
LANE

ITEM NO.
628

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:
I-5-3(87)190
7602
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

10-27-70

Orig To Young 11-2-70

NOTED
A. E. JOHNSON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	OCTOBER 27, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: STATE ROUTE 1

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED OCTOBER 27, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL RAILROAD ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR SOUTHERN PACIFIC RAILROAD FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $30,990.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) . RAILROAD ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-3 DATED OCTOBER 15, 1966.

THE RAILROAD AGREEMENT WITH THE SOUTHERN PACIFIC RAILROAD WAS APPROVED DECEMBER 18, 1969.

10-28-70 cpy to President Morgan

NOTED
TOM EDWARDS

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBER 11-1

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-27-70

BY (Signature): MR. YOUNG'S OCTOBER 20, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 628 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
628	I-5-3(87)190	0.434	850,000.00	783,000.00

10-27-70

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SPRR OVERCROSSING AT GOSHEN	GRADE, DRAIN, HIGH TYPE PAVEMENT AND WIDEN AND LENGTHEN ONE RR OVERCROSSING STRUCTURE.

Young 10-29-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE UTILITY AND RAILROAD ADJUSTMENTS.

I-5-3(87)190
7602

NOTED
TOM EDWARDS

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 29 1970

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-27-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PPA

DATE SUBMITTED TO W. O.: 10-20-70

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

20-70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.44 mi.	ADT	23,700	42,400	90	08	Oregon	35	042	628

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
						I-	5-3	(87)	190

COUNTY NAME: Lane — CODE: 039 — PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	mi.					Gr., Dr. High-type Pave., widen and lengthen one R.R. b'xing str. (length 336' HC 88') incl. R.R. protective serv.
	'xing n]					POW - 250' normal; Access Control - full; Parking Restrictions Complete. Utilities & R.R. adj. required incl. prep work.
	0.434	850,000	783,000	67,000		
PROJECT TOTALS	0.434	850,000	783,000	67,000		

REMARKS

(over)

USCOMM DUSCOMM-DC 48905-P61

Remarks:
Additional Data: Items P-109, P-124, I-78A, I-137 and I-353; Projects FGI-161(17), FI-161(18), I-5-3(9)190, I-5-3(12)169 and I-5-3(60)175 respectively.

Safety Improvements:
The work under this project is to bring the section up to Interstate Safety Standards, consists of widening and lengthening the existing R.R. O'xing structure constructed under Project FGI-161(17) in 1952, (existing length 291' H.C. NB 27', SB 27', 4' median) to provide four 12-foot lanes, 12' shoulders and 16' median (length 336', HC 88'), widening of road approaches to provide four 12-foot lanes high-type pavement, 10' shoulders and 14' to 16' median area.

Railroad Data:

Name	Southern Pacific Transportation Co.
No. of Tracks	Two (1 Main, 1 Spur)
No. of Trains	Eleven (10 Thru, 1 Switch)
No. of Hi-Speed Trains	None
Present Protection	O'xing
Proposed Protection	O'xing
R.R. Benefits	None

Data for PR-37:

Type Code	Description	Est. Cost
6201	Roadway	$424,500
X521	RCDG O'xing Structure length 336', HC 88' (Br. #6836A)	$409,000
Y060	Pacific N.W. Bell Telephone Co. facility adjustment	$ 1,500
Y040	Southern Pacific Transportation Co. adjustment of spur track, signal and communication	$ 15,000

Public Hearing:
Not required under the provisions of paragraph 6c of PPM 20-8 and Federal Highway Administration concurrence by letter of April 14, 1969.

Design Approval:
This project had developed beyond the design approval stage prior to the effective data of PPM 20-8 dated January 14, 1969.

Clearinghouse Approval:
Not required as this project is considered Stage Construction of this section of Interstate Highway I-5. Also exempt under paragraph 2(b) of IM 50-1-70 as all necessary right of way was acquired prior to September 30, 1969.

FORM B-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1970

SUBJECT: Throughway Agreement Draft
Goshen Interchange Section
Pacific Highway, No. 1 (I-5)
Lane County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Attached hereto for your consideration is a revised draft of a throughway agreement concerning the Goshen Interchange. Construction of this section was completed on August 17, 1967, without a formal agreement providing for the legal closure of the two roads shown on Exhibit A.

A proposed agreement pertaining to this section was presented to Lane County in February, 1968, which provided for abandonment of a portion of the Goshen-Divide Highway (Franklin Avenue). The agreement was never consummated and, although no correspondence has been received from the County, it is our understanding that Lane County does not wish to accept jurisdiction of the old highway.

We are now proposing to open bids for the S. P. Railroad O'Xing (Goshen) Section on December 3. Although this project does not affect the County, we feel that this may be an opportune time to again approach the County in an attempt to legally close these roads.

Please study the contents of the draft and, if acceptable to you, forward to the Design Section for their review and return to this office for preparation in final form.

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Section

MCH:lat
Attachment

RECEIVED
SEP 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Copy to Cox 9-1-70

SP*82478-734

RECEIVED
JAN 8 - 1971

FOR FILE

I-5-3(87)170
7602

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1970

SUBJECT: Goshen Railroad Structure
Bloomberg Road-Goshen Intchge Section
Pacific Highway, Lane County

To:

3359

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

The Bureau of Public Roads has stated that they will provide Interstate funds for the Goshen railroad structure revision in the amount required to provide four lanes, full shoulders and a wider median on the existing structure. This is estimated to cost some $418,000.

A separate three-lane southbound structure is estimated to cost some $625,000 for the structure, plus additional right of way and grading and paving amounting to another $200,000. This means that if we construct the separate structure to provide six lanes in the area, it will take some $400,000 plus of funds other than Interstate.

B/Ups
4-15

D. J. Barbee
Design Engineer

RECEIVED
JAN 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp

RECEIVED
AUG 27 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Section 109(b), Title 23, USC, as amended by the Federal-Aid Highway Act of 1966, provides that all sections of the Interstate System shall have a minimum of four lanes. Accordingly, "... completing the Interstate System ..." will require that those sections of the Interstate System which have been constructed to the stage of a two-lane two directional facility be further constructed to the stage of a four-lane divided facility without regard to the traffic forecast in the appropriate design year. The costs of such additional construction on already constructed sections as well as the costs for construction of a four-lane divided facility on sections yet to be constructed are to be included in this cost estimate.

It is intended that all sections of the Interstate System be developed to be in reasonable conformity with the approved geometric and construction standards for the applicable design year. For the purpose of this estimate the following conditions govern as regards the applicable design year:

(a) For those estimate sections whereon, prior to January 1, 1969, Public Roads has not authorized an initial basic construction project with FAI fund participation, any remaining necessary work within the section shall be based on a design year 20 years later than the predicted date of authorization of the initial basic construction project by Public Roads. For such estimate sections the State is to establish for estimate purposes a schedule showing the predicted year in which the initial basic construction project on such sections will be authorized. The predicted year of construction will not be binding upon either the State or Public Roads.

(b) For those estimate sections whereon, prior to January 1, 1964, Public Roads had authorized an initial basic construction project with FAI fund participation, any remaining necessary work for the completion of those sections is to be based on the design year 1975.

(c) For those estimate sections whereon, prior to January 1, 1969, (but subsequent to January 1, 1964) Public Roads had authorized an initial basic construction project with FAI fund participation, the remaining necessary work for completion of those sections shall be based on the design year for the initial FAI project.

(d) For those estimate sections, which were considered to be in reasonable conformity with standards for the 1975 design year when accepted as portions of the Interstate System, and whereon construction had been performed prior to January 1, 1964, without Federal-aid Interstate fund participation, the design year for adequacy shall be 1975.

NOTE F. B. KLABOE

4 lanes and Width ft

Files

RECEIVED
FEB 11 1970
FOR FILING

T-5-3(87)190
7602
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1970

SUBJECT:

RAILROAD COMPANIES
FILE No. 377

Mr. Floyd Query
Secretary
State Highway Commission

B U I L D I N G

PUX 756, R-17029
Construction Agreement
Southern Pacific Transportation Company
SPRR Overcrossing (Goshen) Section
Pacific Highway
Lane County

Attached hereto please find one copy of the above subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk
Attachment
cc: F. B. Klaboe
Ivan D. Merchant
F. D. Morgan (2)
E. S. Hunter
C. T. Keasey (2)
R. N. Chase (3)
V. E. Skoog
E. F. Saling
T. W. Litchfield

2-10-70
noted in agreement book
fr

RECEIVED
DEC 22 1969
FOR FILING

Lane
I-5-3(82)170
14602

December 22, 1969

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the December 23 meeting an agreement with the Southern Pacific Transportation Company providing for the construction of the SPRR Overcrossing (Cooken) Section of I-5 in Lane County.

This agreement is the standard form of construction agreement prepared by the Railroad which sets forth the safety precautions to be taken by the State and its contractor during the course of construction and requires the State to reimburse the Railroad for all expenses generated by the project. This cost is estimated to be $90,990 and includes the permanent adjustment of a spur track, the temporary and permanent adjustment of signal and communication lines, protective costs and preliminary engineering. All costs are eligible for Interstate financing and we have received approval from the Bureau of Public Roads.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan (Attn: T. W. Litchfield)
L. H. Young
C. T. Keasey

TWL:ss sr

Order # 46417

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 517

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to reconstruct an overcrossing structure over the tracks and right of way of the Southern Pacific Company in the Northwest Quarter of the Southeast Quarter of Section 14, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

ORDER

On September 18, 1969, the State of Oregon, by and through its State Highway Department, duly filed an application with the Commissioner seeking authority to reconstruct an overcrossing structure over the tracks of Southern Pacific Company, known as the Goshen Overcrossing Project, in Lane County, Oregon, by widening the existing structure 14 feet on the westerly and 30 feet on the easterly end.

Copies of the application were duly served upon the Southern Pacific Company, the Lane County Board of Commissioners and Bonneville Power Administration.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to reconstruct the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith.

(3) Upon completion of the project, applicant will be responsible for maintenance of the structure and all highway appurtenances thereto and the costs thereof.

(4) If necessary, railroad shall remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(5) At its own expense, railroad shall maintain the railroad tracks with their appurtenances and facilities.

(6) During the construction of the project, the construction of a temporary detour structure to carry vehi ular traffic is hereby authorized.

After completion, the new structure will have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. During the construction, however, it will be necessary to have a reduced or impaired clearance for the use of falsework and these impaired clearances are authorized to be as follows:

Vertical, 21'-0" from top of rail to bottom of falsework; horizontal, 8'-6" on the westerly side and 9'-0" on the easterly side of the centerline of the main line track, and 8'-6" on the westerly side and 8'-6" on the easterly side of the centerline of the BPA spur track. The minimum construction clearances for the temporary detour will be vertical, 21'-0" from top of rail to bottom of falsework; horizontal, 8'-6" westerly and 9'-0" easterly from the centerline of the main line track, and 8'-6" each side of the centerline of the BPA spur track..

Made, entered and effective DECEMBER 2 1969.

PUBLIC UTILITY COMMISSIONER OF OREGON

Sam R. Haley
Public Utility Commissioner

RECEIVED
GAME 7 1969
COMMISSION

REFERRED
BY SECY.

T-5-3(87)190
7603

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

October 14, 1969

cc's sent 10-15-69

F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (2)
C.T. Keasey (2)
J. F. Putnam (2)

NOTED
F. B. KLABOE

State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plans for the following two projects submitted with your letter of October 10, 1969.

Geary Ranch-Green Springs Interchange Section
Lake of the Woods Highway
Klamath County

S.P. Railroad O'xing (Goshen) Section
Pacific Highway
Lane County

Neither of the above projects will have any adverse affect on wildlife resources, and the plans are approved. We appreciate the opportunity to offer comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

RECEIVED
OCT 1 5 1969
OREGON
STATE HIGHWAY COMMISSION

PUX 756

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to reconstruct an overcrossing structure over the tracks and right of way of the Southern Pacific Company known as the Goshen Overcrossing Project in the Northwest Quarter of the Southeast Quarter (NW¼SE¼) of Section 14, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	APPLICATION NO._____

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under authority of ORS 366.205, ORS 763.040, and ORS 763.050.

III

That for the proper service, safety, and convenience of the traveling public Applicant proposes to reconstruct an overcrossing of the Pacific Highway over the tracks and right of way of the Southern Pacific Company. Said reconstruction will necessitate the widening and lengthening of the existing structure as shown on Oregon State Highway Department Drawing No. 24549, titled Reconstruction of Goshen Overcrossing of Southern Pacific Railroad, Pacific Highway, Lane County, and Bridge No. 6836A, revised June 24, 1969, and Oregon State Highway Department Drawing No. 23914, titled Vicinity Map and Profile, Goshen Overcrossing-Southern

Pacific Railroad-Bridge Reconstruction, Goshen-Cottage Grove Section, Pacific Highway, dated April, 1968, attached hereto and by this reference made a part hereof. During the construction of the above project, it will be necessary to construct a detour trestle to carry traffic as shown on Oregon State Highway Department Drawing No. 24681, titled Reconstruction of Goshen Overcrossing of Southern Pacific Railroad, revised June 24, 1969, attached hereto and by this reference made a part hereof.

IV

Because of the high volume of traffic, the reconstruction of the overcrossing structure is the only practical means of crossing the railroad tracks.

V

That upon completion the estimated annual average daily traffic on the Pacific Highway will be 23,700 with an anticipated increase to 42,400 vehicles per day in 20 years. The railroad movements are 10 through movements and one switching movement per day and totaling 11 movements per day.

VI

The structure is located on a 1,000-foot vertical curve with an ascending grade of 1.32% to the east and an ascending grade of 2.20% to the west. The point of intersection of the grades is at Highway Station 385+38.52 at Elevation 535.72. The highway intersects the railroad main line track at Highway Station 385+97.24 POS equals Railroad Station 1278+92.88 POC. The angle of intersection between the two centerlines is 38°50'20" and is located in the SE quadrant. The structure will be 336 feet long measured from the centerline of the new Bent 1 to the centerline of the new Bent 6 along the centerline of the structure and will consist of 58'-65'-75'-65'-73' reinforced concrete deck girder spans. The roadway will be 88 feet between curbs allowing for four 12-foot traffic lanes, two 12-foot shoulders

and a 16-foot median. There is no provision for pedestrian traffic on this structure. The reconstruction will consist of widening the existing structure 14 feet on each side and lengthening it 15 feet on the westerly and 30 feet on the easterly end. The structure will be widened and lengthened by stage construction.

VII

The only interested parties are Lane County, Southern Pacific Company, and Bonneville Power Administration.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the reconstruction of the existing grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in Paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen, and flagmen services

as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

That after completion the new structure will have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. During construction, however, it will be necessary to have a reduced or impaired clearance for the use of falsework as shown on Drawing Nos. 24549 and 24681. The impaired clearances are as follows:

Vertical, 21'-0" from top of rail to bottom of falsework; horizontal, 8'-6" on the westerly side and 9'-0" on the easterly side of the centerline of the main line track, and 8'-6" on the westerly side and 7'-6" on the easterly side of the centerline of the BPA spur track. The minimum construction clearances for the temporary detour will be vertical, 21'-0" from top of rail to bottom of falsework; horizontal, 8'-6" westerly and 9'-0" easterly from the centerline of the main line track, and 7'-6" each side of the centerline of the BPA spur track.

X

That the proposed project is located in the Northwest Quarter of the Southeast Quarter (NW¼SE¼) of Section 14, Township 18 South, Range 3 West, Willamette Meridian, Lane County.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith, and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 17th day of September, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 12th day of September, 1969.

Jack L. Sollis
JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
SEP 16 1969
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

I-5-3(87)17
7603

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 15, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Additional Construction Easement
Goshen Overcrossing
Pacific Highway
Lane County
YOUR FILE: 322
O-O-PD-6914

Gentlemen:

Preliminary plans for the above captioned structure have been submitted to you by our Bridge Engineer, Mr. I. D. Merchant, with his letter of August 22, 1969. Although the final construction will lie within the existing easement over your right of way, it will be necessary to acquire from you a temporary easement to accommodate the highway detour structure and provide additional work room.

You will find attached two (2) prints of a portion of our right of way map No. 5B-32-9 on which is shown in green the additional easements we desire. Please include this information in the construction agreement, which you are nowpreparing.

In your letter of July 15, 1969, to our Mr. Merchant you indicated that the spur track serving the Bonneville Power Administration must be relocated to accommodate our construction. It would be appreciated if we could receive a plan and estimate of this work at an early date.

Bids for this project are scheduled to be opened on December 4, 1969. We would like to have the construction agreement in our hands by November 7, 1969 so that it can be executed by our Highway Commission at their meeting of November 18, 1969.

TWL:ss
cc: Tom Edwards
I. D. Merchant (w/attach. (1)
D. J. Barbee
L. H. Young
C. T. Keasey
J. E. Holcomb

NOTED
TOM EDWARDS

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure

cc: Southern Pacific - San Francisco (w/ attachments (2)

RECEIVED
JUL 16 1969

(FHWA-32 (12-67))

U.S. GOVERNMENT

FOR

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 15, 1969

In reply refer to: 08-35.6

I-5-3(12)170
7602

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn: Mr. Tom Edwards

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-5-3(12)169
Goshen-Divide Section, Pacific Highway
Goshen Overcrossing of SPRR

The revised preliminary plan submission for the Goshen SPRR Overcrossing submitted by Mr. Edwards' June 27 letter has been reviewed and is approved.

Geo Merchant 7-18-69

RECEIVED
JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 [illegible]69
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-5-3(87)[illegible]
7602

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 30, 1969

Southern Pacific Company
Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn

Gentlemen:

Re: Reconstruction Goshen O'Xing
SPRR
S.P. Railroad O'Xing (Goshen) Sec.
Pacific Highway
Lane County
Bridge No. 6836A

On October 23, 1969, it is planned to call for bids for reconstruction of the existing Goshen O'Xing of the Southern Pacific Railroad. This reconstruction involves the widening and lengthening of the present structure. It is planned to increase the width of the structure's 54' roadway to a 88'-0" roadway, widening equally on each side. In the reconstruction of this structure impaired clearances of 21'-0" vertically and 7'-6" horizontally along the spur track and 21'-0" vertically and 8'-6" and 9'-0" horizontally will be required during construction. These clearances are shown on Drawings Nos. 24549 and 24681. After construction is complete, all clearances will be equal to or greater than the existing clearances.

This structure will be widened in stages. During the first stage a detour trestle will be constructed to carry part of the vehicular traffic. This is shown on Drawing No. 24681 along with the construction clearances. This drawing also indicates the sequence of the stage construction.

We are submitting 5 prints of Drawings Nos. 23914, 24549 and 24681 which are the vicinity map, plan and elevation and construction sequence drawings, respectively, for your use. These drawings will be used as exhibits in our application for a PUC order to make the reconstruction. The application for this order will be made in the near future.

NOTED
TOM EDWARDS

The project will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3, and amendments and additions thereto.

We will require the train movements at this point for our PUC application and would appreciate your sending them to us.

In this reconstruction project the State will prepare plans, specifications, award the contract and supervise construction. Upon completion of the structure the State will maintain the O'Xing and other highway appurtenances.

Your company, subject to the limitations of PPM 30-3, should furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period, and if necessary, remove and/or protect your signal and communication lines during the same period and replace them in their permanent location upon completion of the construction. Upon completion of construction, the Railroad, at its own cost and expense, will maintain the roadbed and trackage and other railroad appurtenances.

After reviewing the attached prints, please return one print each with your comments and approval noted thereon.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

TCR:jf

cc: Tom Edwards
T. W. Litchfield (w/1 print)
J. L. Sollis

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1969
FOR FILING

I 5-3(9)170
7662

1541

June 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 500
Salem, Oregon 97308

Re: Your File 08-35.6
Goshen O'Xing of SPRR
Goshen-Cottage Grove Section
Pacific Highway
Lane County
Bridge No. 6636A

Dear Sir:

In answer to your letter of May 28, we have revised the location and type of deck joint so that there is a beam stem directly under each longitudinal joint. In order to locate the deck joints over a longitudinal beam, it will be necessary to eliminate the stage construction as outlined in our previous transmittals.

Our letter of May 12 mentioned an additional estimated cost of the project with the detour to be $21,000. Further studies indicate that, in view of the high traffic volume and the close restrictions that would be on the contractor if a detour is not used, specifying a detour would probably not add to the contract cost. As placing part of the traffic on a detour will enable us to tie the entire width of the structure together, we propose to make the detour a project requirement.

The two southbound lanes will be carried on the detour trestle while the south half of the structure is completed. After this work is done, the northbound traffic will be shifted to the completed south half of the structure while the north half of the structure is reconstructed.

We will also specify that falsework, to the extent shown on Drawing No. 24681, will be in place when the deck joints are completed. Transmitted herewith are five prints each of Drawings No. 24549 and 24681, which show these revised details.

We feel that repairing the existing deck, as outlined in our letter of May 12, will result in a structurally sound deck. The 1½-inch minimum thickness of asphaltic concrete overlay will be placed to insure a smooth riding surface.

Based on the above discussion, we request that you approve our preliminary plans, including the deck repairs and construction of a detour trestle as participating items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

LLW:jr ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 28, 1969

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon by Hatchell

Edwards

SUBJECT: Oregon Project I-5-3(12)169
Goshen Divide Section, Pacific Highway
Goshen Overcrossing at SPRR

Our Regional office has reviewed the above structure and has the following comments:

"We are rather reluctant to see a badly cracked deck slab overlayed as proposed, since it will prevent ready inspection in the future. We assume that the existing slab is structurally sound so that with the proposed repair it will give many years of service. The 1 1/2-inch overlay is desirable to insure a smooth riding transition between the new and old decks.

Drawing 24549 shows the deck joint located at the edge of the existing slab and along the side of a new girder, while on Drawing 24550 the joint is shown directly under a new beam. Since this joint is located at or near the path of a line of wheels, we would appreciate information on the design or treatment proposed."

In view of the critical nature of a joint along a wheel line we would appreciate clarification of this comment.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JUN 2 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

Talked to Ed-R L
ce Young Edw

RECEIVED
MAY 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 14 1969

OREGON STATE
HIGHWAY DEPARTMENT

I-5-3(17)
7602

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 12, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Attention: Herb Scholl

Gentlemen:

Re: Goshen O'xing of SPRR Reconstruction
Goshen-Cottage Grove Sec.
Pacific Highway
Lane County, Hr. No. 6836A

Subsequent to our letter of February 27, 1969, a field inspection of the existing structure was made with particular attention being directed towards the condition of the concrete deck.

In order to have a service life, on that portion of the structure remaining in place, which is nearly equal to the new portion of the structure, we feel that the deck should be repaired under the proposed contract. It would seem inadvisable not to repair the existing bridge deck, which is badly cracked, while traffic is off the existing structure during the various stages of reconstruction.

We propose to repair the deck by pressure grouting the cracks with an epoxy grout, sealing the deck with epoxy sealer, and overlaying the entire deck area with a 1½" min. thickness of asphaltic concrete. Our estimated cost for this portion of the work is $20,500.

We have re-evaluated our previous estimate in light of the involved construction sequence and feel that the estimated cost, including the repairs to the deck should be $443,000 which includes an allowance for engineering and contingencies.

Since an estimate for an alternate construction sequence using a two lane detour trestle was only $464,000, we intend to show this on the plans as an optional construction sequence. This detour structure would eliminate some of the stage construction steps and permit the contractor to work on the structure one half at a time. The detour structure will be shown on the

NOTED
TOM EDWARDS

south side of the permanent structure enabling the contractor to reconstruct the south side of the permanent structure as a first step. After this is complete the contractor would shift north bound traffic to the reconstructed south bound half of the structure and complete the reconstruction of the north bound lanes. We feel that the detour trestle alternate should be shown as an alternate on the plans so that if there are any benefits they shall be reflected in the bidding.

Based on the above discussion, we request that you approve our preliminary submission of February 27, 1969, revised to include the deck repairs as a participating item.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
By ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Chief Bridge Design Engineer

LLW:gmd

cc
Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1969

In reply refer to: 08-35-EC/400.1

I-5-3( )190
7602

FROM: Paul E. Simpson, Division Engineer
Salem, Oregon

Copy to Hearing File

SUBJECT: Oregon Project I-5-3( ) 190 Safety
SP Railroad O'xing (Goshen) Section
Pacific Highway - Lane County
Public Hearing Status

We concur that public hearings are not required for the subject project under the provisions of Paragraph 6c of PPM 20-8.

This determination was made based on the information contained in your March 31, 1969 letter.

4-16-69

RECEIVED
By Asst. State Hwy. Engr.

RECEIVED
APR 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 7 - 1968
FOR PILING

UNITED STATES GOVERNMENT

Memorandum

I-5-3(87)170
7602

Edwards
cc/Hatter

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 24, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(12)169
Goshen - Divide
Preliminary Engineering: Goshen Overcrossing of SPRR

Mr. Edwards' March 28, 1968 letter and attachments requesting approval of the widening of the SPRR structure at Goshen are satisfactory. You may proceed to the program stage for the work shown.

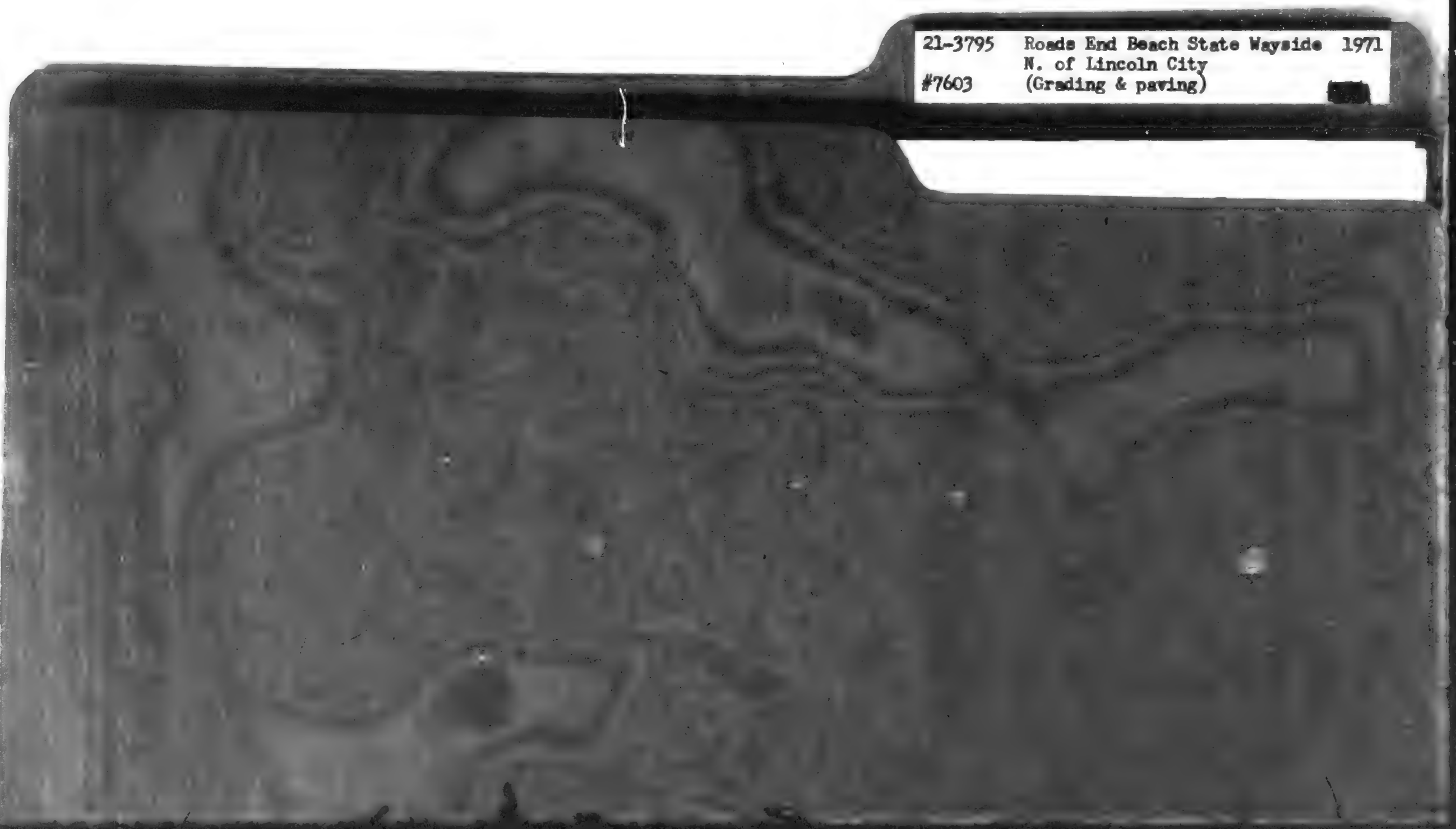
NOTED
TOM EDWARDS

Copy mailed to
young
Lent
4-29

RECEIVED
APR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

21-3795 Roads End Beach State Wayside 1971
N. of Lincoln City
#7603 (Grading & paving)



RECEIVED
APR 13 1972

FORM E-30-X 12-67
FOR FILING

7603

FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1972

To: Files

SUBJECT: Roads End Water & Sanitary

Water

On March 28, I talked with William Pond, Director of Public Works for Lincoln City, regarding the possibility of getting water to Roads End Beach Wayside. Mr. Pond told me that the situation is worse now then it was in 1970 when I had talked with him. The Human Resources Department told Lincoln City that they did not have enough water for their own population, and they could not consider taking on new customers, particularly those outside the district.

Lincoln City does have plans to build a 1,000,000 gallon reservoir on the north end of the city in the next couple of years, but there is no chance of it being constructed this year.

Also on March 28, I talked with Wilbur Day, operator of the Roads End Water District, concerning the possibility of getting water to our park. He said there is no possibility. When I asked him if we could get 1/2 inch service to run a drinking fountain, he did not give me a definite no. I believe we could talk Mr. Day into giving us enough water for a fountain with a spring-loaded valve and minus the usual lower faucet.

Mr. Day will talk with William Pond in the near future to see if Lincoln City could spare enough water to serve the park needs and feed this amount into Roads End's system. Since they have an existing connecting main but presently blocked by a gate valve, this possibly might not be considered a new hook-up. Under this setup, we would be supplied by a Roads End main.

This same day, I talked with Ben Griffin of the Griffin Subdivision located some 500 feet southeast of Roads End Wayside. They have their own water system constructed now using a 20 GPM well and a 30,000 gallon redwood reservoir. Mr. Griffin told me that if all 40 of their lots had houses on them, and if they were all using their peak demand for water, there would still be a 3,000 GPD surplus in their system.

He said he could supply us with water by sometime in May. We would be on a meter and would probably not pay a higher rate than any of their other customers.

Sanitary

On March 28, I talked via telephone with Kenneth Kauffman, Lincoln County Sanitarian, regarding his thoughts on sewage disposal at Roads End Beach Wayside. He said pit toilets would be allowed as long as they met Board of Health Requirements.

A septic tank and seepage bed had previously been approved for this park and Mr. Kauffman could see no reason why they wouldn't be approved again.

JEH

John E. Hollingsworth
Field Engineer Supervisor

JEH:lb

cc: Warren Gaskill

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1972
FOR FILING

7603

DATE March 23, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Reads End Beach Access

We have received continued criticism concerning the Reads End Beach Access in the Reads End area of Lincoln County.

Lack of water and sewerage facilities have prevented proper development of this site. I have instructed the staff to take such steps as are necessary to alleviate this condition and install sanitary facilities.

Also, overnight usage has been extremely distressing to the surrounding residential neighborhood.

I recommend therefore that you adopt a rule to permit posting of this site for use during daylight hours only. We will ask the Beach patrol Unit of the State Police to enforce this restriction. This procedure has the approval of the State Parks Advisory Committee. Chairman Jacobsen approved this procedure on March 23, 1972.

This matter will appear on the agenda for confirmation at the April 4 meeting.

bc: Floyd Quarry
George Baldwin
F. B. Klaboe
L. P. Shaw
D. G. Talbot
Gary Ross
Gary Sund

Tkms cg

RECEIVED
MAR 27 1972
FOR FILING

7603

bc Glenn L. Jackson
bbc George M. Baldwin
F. B. Klaboe
Lloyd P. Shaw
D. G. Talbot

March 23, 1972

Hon. Mike Miller, Chairman
Lincoln County Board of Commissioners
Courthouse
Newport, OR 97365

1746

Dear Mr. Miller:

We are in receipt of Paul Brookhyser's February 16 letter concerning the Reads End Beach Access. Mr. Brookhyser refers to this as a state park, which is incorrect.

I have instructed our Parks Section to do the following things:

(1) Install the requested sight buffer to eliminate complaints from property owners south of the wayside.

(2) To do such storm drainage work as may be necessary to eliminate erosion.

(3) To begin immediate investigation of construction of sanitary facilities. Two critical problems are involved; (a) the availability of water and (b) the necessity of installing a temporary pumping plant to discharge sewerage into the existing system until such time as a master sewer plan is developed.

In the meantime, we are recommending to the Highway Commission that the beach access be posted for use during daylight hours only. We will request assistance from the State Police through the beach patrol unit to enforce this restriction until sanitary facilities are available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms
cc Mr. Sid Knox, Chairman
Lincoln County Planning Commission

RECEIVED
NOV 9 - 1972
FOR FILING

CONFERENCE CALL

March 21, 1972 10 a.m.

Participating:

9603 Committee

Mr. L. L. Stewart
Mr. D. G. McGregor
Mr. A. D. Collier
Mr. Eric W. Allen, Jr.
Mr. Warren McMinimee
Mr. Roger Loennig
Mr. P. M. Stephenson
Mr. J. W. Forrester, Jr.

Staff

Mr. Tom Edwards
Mr. Lloyd P. Shaw
Mr. Warren Gaskill

– Noted –
GEORGE M. BALDWIN

Lloyd Shaw reviewed the situation at the Roads End Beach access as outlined in Dave Talbot's memo to the Committee prior to the conference call. He explained that in order to carry out the Commission's instructions to provide beach accesses at approximate three-mile intervals, or in some cases, even less, locating some of them in developed areas was unavoidable. This was the case at "D" River and Roads End. He said that local residents had protested the location of the access at Roads End, and the State had acquired a large portion of the property through condemnation. Nearby residents complain that the site has been used late at night by people--sometimes undesirable types--that the lights in the area are too bright, and that there is too much noise at night. The staff is considering the use of fencing and shrubbery to minimize the lights and sound. Some type of closure is also being considered, perhaps physical closure, including a gate, or perhaps a sign stating certain hours of use.

Tom Edwards added that staff would like to have the Committee's approval to post the area for use during daylight hours only, with regular patrol by beach police.

In answer to McGregor's question, Stewart said that he understood that this closure might start a precedent.

Allen asked about the desirability of specific hours and Shaw explained that the "one hour after dark" follows a Game Commission policy.

After replying to Collier's question about the exact location of the site, Shaw answered Loennig's question about the proximity of houses by saying that there is a house only a few feet from the north boundary, but there is a greater distance on the south side, along with a narrow roadway of perhaps 16 feet.

Shaw answered Forrester's question saying that that particular stretch of beach can be reached by no other state beach access.

McMinimee was assured that the closure would be on a trial basis.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1972

To:
State Parks and Recreation Advisory Committee

From:
David G. Talbot
State Parks Superintendent

Subject:
Roads End Wayside (Beach Access Area)

As a part of our overall program to provide adequate and permanent access to the ocean beaches, we selected a site in the Roads End area in North Lincoln County. During our previous investigations, we found that a stretch of beach from the mouth of the Salmon River to our facilities at the mouth of Yaquina Bay--approximately 30 miles--had no adequate beach access facilities.

Roads End
D River
Gleneden
Fogarty Cr. ?
Beverly Beach
MacLeach Beach
Agate Beach

It was a long and difficult struggle to secure the land, with the key parcel of land involved in extensive negotiations, ending in a condemnation suit. On top of that, we were not generally welcomed in the community--the permanent residents in this semi-secluded area were resentful of the prospect of "hordes of people, particularly hippies" being invited to what had been almost a private beach.

The local residents have also been highly critical of certain aspects of our development and management plans. They want lots of property-line screening, etc., and the area closed at night.

Highway Administration would like the views of the Advisory Committee before making their recommendation to the Highway Commission.

NOTED
LLOYD P. SHAW

Advisory Committee
March 16, 1972

The staff is generally agreeable to the needed additional screening and other such items. We also think closing hours from something like an hour after sunset to dawn would be feasible.

Enclosed are maps and a photo of the area for your use.

A conference call on this subject has been scheduled for Tuesday, March 21, at 10 a.m.

DGT:al
Encls.
cc:
Tom Edwards
Lloyd P. Shaw
Warren Gaskill

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Roads End Beach Access
368 - ESH

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

Prior to following your instructions to contact the Planning Commission regarding the landscaping at the subject beach access, I reviewed the past events with Gaskill, Boyd and Olson.

I find that we have already gone to the Planning Commission with Roy Olson's landscaping plan, which was turned down.

I find through Gaskill that apparently there are five basic items which are to be discussed by Talbot and Shaw and the Parks Advisory Board insofar as direction at the Roads End Beach Access, this to be done by a conference call next week.

Included in this discussion with the Advisory Board are the following five items:

✓(1) Install a pipe at the S.W. corner. This is done.

(2) Rip out the asphaltic path on the S. W. corner and provide space for additional planning.

(3) Install the fence with slats, this was originally planned to be done.

(4) Install a gate so that the area will be enclosed at night.

(5) Install toilets. Type?

Insofar as our original commitment, we have accomplished three of the items, that being to install the pipe, place riprap to protect the bank, and rock and grade the beach and Ocean Avenue. We have not installed the fence with slats due to the conflict with the Planning Commission in landscaping in that general area.

I do feel that the present progress through Mr. Shaw will provide for the fence which we originally obligated ourselves to place, the problem involves that the landscaping has to be done together with the fence. A second plan for landscaping has been generally approved at this point.

NOTED
E. S. HUNTER

Robert N. Bothman
Maintenance Engineer

RNB:mp

RECEIVED
FEB 3 - 1972
FOR FILING

21-3795

7603

February 3, 1972

General Insurance Co. of America
1300 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On January 25, 1972, we wrote to you concerning release of final payment on Contract No. 7603 awarded to Cascadia Ready Mix Co., for work in Roads End Beach State Wayside in Lincoln County.

Final payment on this contract is $909.56 and the total contract amount is $33,925.95. No work was performed under force account.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Cascadia Ready Mix Co.
1923 Highway 101 North
Lincoln City, Oregon 97367

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
JAN 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7603

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1971 on Contract No. 7603. The contract was with Oceanlake Ready Mix Co. and was for grading and paving on the Roads End Beach State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. B. Boyd

VG:alc

1-25
Marie Stephens says
Jan 18 is proper date.
Fran - 76

1-25
✓ g 6
AW

NOTED
FLOYD QUERY

RECEIVED
JAN 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7603

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1971 on Contract No. 7603. The contract was with Oceanlake Ready Mix Co. and was for grading and paving on the Roads End Beach State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. B. Boyd

VG:alc

1-25
Marie Stephens says
Jan 18 is proper date.
Fran — 76

1-25
pgb

NOTED
FLOYD QUERY

RECEIVED
JAN 5 - 1972
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
21-3795
G26 1603
41-00120

JAN 3 1972

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

NOTED
CETLOW

Dear Mr. Porter:

We have found the documentation and final reports for Oregon project 41-00120, Roads End State Wayside Acquisition, in order. Action has been satisfactorily completed in accordance with the project agreement, and we have authorized final payment in the amount of $44,500.

Please note that the actual expenditure will be subject to verification by audit at a later date.

Sincerely yours,

Maurice H. Lundy
Regional Director

cc:
Kessler R. Cannon
David G. Talbot

RECEIVED
JAN 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Shaw
Skoog } 1-5-71

NOTED
TOM EDWARDS

21-3795
7603

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Reads End Beach State Wayside		WEEK ENDING: January 1, 1972
HIGHWAY:		SECTION PREFIX: 21-3795
		COUNTY: Lincoln

NAME OF JOB: Reads End Beach State Wayside

KIND OF WORK: Grading & Paving

CONTRACTOR: Cascade Ready Mix, Co.

DATE OF CONTRACT: June 28, 1971	CONTRACT NUMBER: 7603	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED: August 18, 1971	ESTIMATED COMPLETION DATE: November 19, 1971
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $37,635.18	SPECIFIED COMPLETION DATE: November 30, 1971	PERCENT OF TIME ELAPSED: 94%
EXCLUSIVE OF ENGINEERING: $34,348.26	ENGINEERING AUTHORIZATION: $3,286.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,348.26	ENGINEERING COST TO DATE: $3,296.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: November 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Rain			
WEDNESDAY	Showers			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY				

Routing: Johnson

RECEIVED
JAN 3 1972
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12/26	
MONDAY 12/27	Completed contract November 19, 1971.
TUESDAY 12/28	
WEDNESDAY 12/29	
THURSDAY 12/30	
FRIDAY 12/31	
SATURDAY 1/1/72	HAPPY NEW YEAR

REMARKS

This will be the final weekly report as the semi-final will be submitted next week.

SIGNED Charles W. Ebey LOCATION Lincoln City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
December 2, 1971

SUBJECT: Roads End Wayside
234 - ESH

To:

E. S. Hunter
Asst. State Highway Engineer

E. S. HUNTER
NOTED

B u i l d i n g

Mr. Boyd has investigated and reported on the letter received from Mr. Brown pointing out four deficiencies at the Roads End Wayside recently constructed by the Highway Division.

The items you requested maintenance to investigate are as follows:

(2) Erosion at end of pipes at Wayside which provide for the drainage from the paved areas, both need to be extended and the ends riprapped.

(3) A light screen is needed at the south end of the Wayside to screen vehicle lights from the adjacent housing. Due to the lack of area for a planting, a cyclone fence with slats is recommended.

(4) The adjacent roads, that being Beach Street and Ocean Avenue, need to be restored. (These roads were not of first class quality originally.)

By copy of this letter, Mr. Boyd will proceed with the following work:

(1) Extend the two 12" CMP pipes -- estimated cost $550.

(2) Place approximately 100 yds. of riprap -- estimated cost $500.

(3) Install 70' of fence with slats -- estimated cost $300.

NOTED
E. S. HUNTER

(4) Place rock on Beach Street and Ocean Avenue -- estimated cost $100.

This will be a total cost of $1450. This work will be charged to the maintenance of the Wayside.

Robert N. Bothman
Maintenance Engineer

RNB:mp
cc: J. B. Boyd
D. G. Talbot

NOTED
TOM EDWARDS

RECEIVED
NOV 30 1971
FOR FILING

21-3725
7603

November 19, 1971

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

This is in response to your request for some information concerning Larry Brown's letter of November 9 protesting the Highway Commission's action in acquiring park lands and particularly the beach access area at Roads End.

I find that I was mistaken this morning in my statement that the matter, while filed for condemnation, was settled out of court. The Mittleman case was tried and the jury's verdict was $90,000. I cannot explain the reason for the low assessed valuation except to state that it is not uncommon to find this disparity and we run into it frequently. As you know, the Roads End parking lot and rest area is an increment of the Commission's overall beach access problem and provides the public a means to park cars and to keep them off the beach area proper. I believe the program is sound and I believe in most cases it is providing good service.

We are looking into Mr. Brown's complaint as to the nuisance caused by headlights and other things and will do the best we can to alleviate this concern.

If anything further is needed, please let me know.

Sincerely yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
Lloyd F. Shaw
David G. Talbot
D. M. Moehring

RLP:fn

Larry Brown Inc.

1334 S.W. Bertha Blvd.
Portland, Oregon 97219
244-0147

November 9, 1971

Honorable Tom McCall
Governor
State of Oregon
Salem, Oregon

Dear Gov. McCall:

You suggested I should send you the correspondence regarding the purchase I thought unreasonable and that you would have a more satisfactory reply than that which I had received. Enclosed is the correspondence.

You will note the property in question was purchased at a price of $3.75 per square foot which comes to $163,350 per acre. You will also note that you chose not to comment on the assessor's open appraisal of the property value just one year before purchase. While the purchase price was $27,350, the assessed value, according to the information I have in my file, was only $1,800 true cash value. People who are forced to sell their homes because of the tax burden would like the same treatment--having their property assessed at 1/15 of the value.

The point I was trying to make was that, while you have said you would work for property tax relief for the homeowner, your administration has presided over a great erosion of the tax base (property actually on the tax roll) and, therefore, a smaller amount of the property is bearing the tax burden each year. Another point I tried to make was that we cannot afford the luxury of $3.75 per square foot land for parks--witness your calling of a special session of the legislature to cope with the State financial crisis.

Please understand that I am not interested in putting you on the spot--I only want you to see my point of view and one that is seldom mentioned by public officials--the continued erosion of the amount of property on the tax roll will continue to aggravate the property tax problem, no matter what else you do. Is it at all reasonable to think about a state-wide school tax support program with an accompanying statute that would provide that no property would be removed from the tax roll without a corresponding replacement by a sale of state-owned land having approximately the same valuation? Something like this may help to stabilize the property tax base and stop the shrinking of the tax base.

Handed to Mr. Porter at
Gov. Staff Meeting 11-19-71
Orig returned to Gov. Co

Honorable Tom McCall
Salem, Oregon
November 9, 1971

As my neighbor at Roads End, I believe you will be interested in the attached correspondence regarding the "day-use" blacktop strip we now have adjacent to our property. It is unfortunate a review of this development plan was not presented for a public planning hearing with proper notice to the property owners affected. Perhaps a more imaginative design with fewer problems and less adverse impact could have been arrived at with everyone benefiting from the exchange of ideas. Anything you can do to eliminate the headlights in my living room, night use of the day-use facility and correct the poor engineering design for storm water runoff will be appreciated. It's pretty sad--take a look at it.

Sincerely,

Larry Brown

Larry Brown

LB:bp

PS - I am very grateful to you for taking a few minutes to talk to me in the market two weeks ago.

NOV 1 1971

MAINTENANCE ENGINEER
RECEIVED
NOV 19 1971
ME AME AME OE AG
BME ES AA FILE TA

November 9, 1971

Mr. Paul Brookhyser, Zoning Administrator
Planning Department
County of Lincoln
Newport, Oregon 97365

Dear Mr. Brookhyser:

Thank you for your reply to my letter of October 8, 1971 to Mr. Steiger regarding the two problems at Roads End that I am concerned with. I am hopeful the information you are sending to the owner of the uncompleted house will be effective.

In connection with the day-use park at Roads End, I must take issue with you on your statement that the use of the Mittleman property for a State Park was well known to Roads End residents for a number of years and that no significant opposition was registered during that period. As for the proposal being known for a number of years, Mr. Steiger's letter of December 22, 1970 advises me that, at that time, no use had been proposed to his office. It was difficult to find out as late as December 1970 what was going on. I don't know how you define significant opposition, but my neighbors advise me that there was strong opposition and that, in fact, a petition was filed with the State opposing the installation.

I inquired about this property December 27, 1970 and I have in my file Mr. Steiger's letter of December 30, 1970 advising me that the State would be expected to follow conditional use procedures in the use of this property. Since receiving Mr. Steiger's letter, I have been expecting a notice of a public hearing regarding the conditional use. In view of the above facts, I request that you review this development and advise me if you feel the statutes of the zoning ordinance have been followed.

Because there are some immediate problems in connection with this black-top strip, I would think that your department or the Planning Commission would certainly want to review these problems and the impact on the adjacent property to see if some restrictions might be imposed to lessen the impact while we decide if the development is even legal or not.

1. You indicate that the property is being developed for day use. If my experience this last weekend is any indication, the property has more use at night than during the day. What controls are there going to be to prevent night use?

NOTED
R. L PORTER

NOTED
TOM EDWARDS

Mr. Paul Brockhyser
Newport, Oregon
November 9, 1971

2. The storm drainage system from the paved area stops with a pipe at the top of the bank and, even with the light rain which we have experienced, has caused a very severe erosion ditch on the side and the bottom of the embankment. This ditch is well over two feet deep and, at one point, crosses a pathway which people use for access to the beach.

3. The design of the park is such that cars coming in at night have their lights aimed directly on our living room. This is annoying and is particularly so when they stop and blink their lights from low to high beam. Originally, there was a hedge and tree screening at this point but construction has eliminated this and it seems only fair that the developer be required to install some sort of a screening at this point. (Perhaps a public hearing would have brought an exchange of ideas that would have retained these pine trees that stood on this property a few months ago.)

4. There should be a requirement that the developer restore the adjacent roads, which were rocked, to their original condition. Right now, there is a considerable amount of mud from the construction washed on to Beach and Ocean Ave. south of the development.

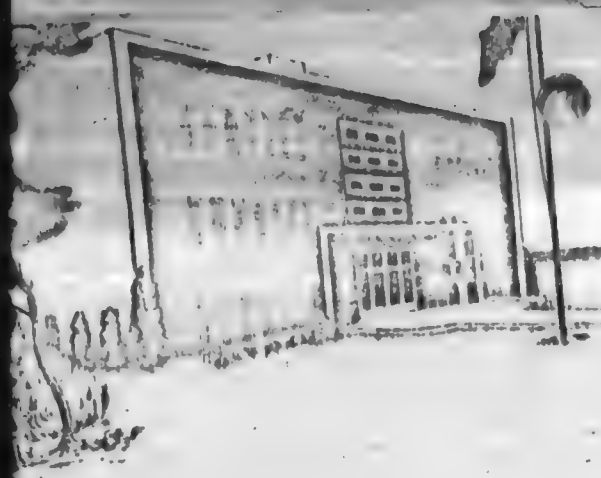
I think you will agree the above conditions are not unreasonable for you to consider and, in the interest of retaining the respect for zoning ordinances, that this property should follow the same steps for development that other properties are required to follow.

Sincerely,

Larry Brown

LB:bp

cc: Hon. Tom McCall
Mr. Glen Jackson
Chairman, Lincoln County Planning Comm.



Planning Department

COUNTY OF LINCOLN

Newport, Oregon 97365

November 1, 1971

Larry Brown
4308 SW Chesapeake
Portland, Oregon

Dear Mr. Brown:

The Mittleman property was acquired by the State of Oregon and is being developed as a day use park. The public use of the property is permitted as a Conditional Use in the R-1 residential zone. Statute indicates that local zoning ordinances "may" apply to State lands. However, the State's intention to purchase the Mittleman property has been known to most of the Roads End residents for a number of years, and no significant opposition was registered during that period.

Regarding the discontinuance of construction on the house to the south of your property, I am sending the owner a statement of the provisions in the upcoming Uniform Building Code which may be adopted as early as this spring. This code includes a time limit which would nullify any existing permit if building were to be discontinued for more than 3 months at a time. This would not only require a reapplication but the resubmission of the permit fee.

I hope this information has been of value to you.

Respectfully,

Paul Brookhyser

Paul Brookhyser
Zoning Administrator

PB:gp

4308 S.W. Chesapeake
Portland, Oregon
October 8, 1971

Mr. Lynn D. Steiger, County Planner
County of Lincoln
Newport, Oregon 97365

Dear Mr. Steiger:

You will recall that we have corresponded in the past regarding the development of the former Mittleman property at Road's End. I was at Road's End yesterday and I noticed considerable work going on, which appears to be something other than single-family housing which I understand the property was zoned for. I wonder if this activity is legal without a public hearing of the adjacent property owners to at least advise them of what is going on and allowing them to express their approval or disapproval.

It seems as if my property is sitting between two developments which adversely affect the value of my property. To the north, I have some kind of a State development on the Mittleman property and, to the south, a house that was started some four years ago, still incomplete and no sign of activity over the past two years.

I would be grateful if you would advise me 1) if there is going to be a conditional use hearing for the Mittleman property and if a building permit has been issued, what the building permit is for and 2) if there is any action which can be taken to encourage the property owner to the south of my property to complete his home and put it in some sort of a presentable condition.

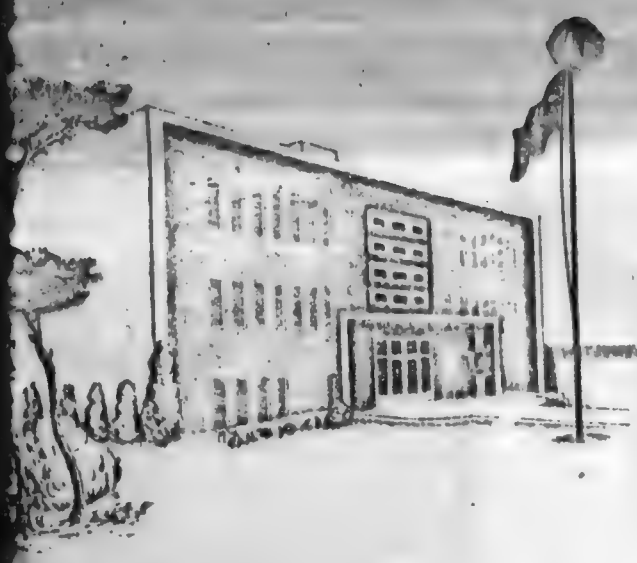
My property is located at the corner of Beach and Ocean Aves. at Road's End.

Thank you.

Sincerely,

Larry Brown

LB:bp



COUNTY PLANNER
LYNN STEIGER

COUNTY OF LINCOLN

Newport, Oregon 97365

December 30, 1970

Larry Brown, Inc.'
4308 S. W. Chesapeake
Portland, Oregon

Dear Mr. Brown:

A revision in the zoning ordinance on April 14, 1970 changed parks and publicly owned recreation areas from a permitted use to a conditional use, and since use is defined as "the purpose for which land...is intended..." any State ownership or legal authorization held at that time would be considered as having established the use.

If the State did not have a legal interest in the property prior to April 14, they would be expected to follow conditional use procedures.

Respectfully,

Lynn Steiger

Lynn D. Steiger
County Planner

LDS:gp

December 27, 1970

Mr. Lynn D. Steiger
County Planner
Lincoln County, Oregon 97365

Re: Former Mittlemen property,
at Roads End

Dear Mr. Steiger:

I regret that I have been unable to phrase my question in order to obtain the information I am seeking. Your letter of December 16, 1970 indicates there is State activity for a possible parksite. This possibility seems quite likely as the improvements have been sold and are scheduled for removal shortly. Is a 'parksite' use permitted outright under the R-1 zone of the zoning ordinance of Lincoln County?

Sincerely,

Larry Brown

COUNTY PLANNER
LYNN STEIGER

COUNTY OF LINCOLN

Newport, Oregon 97365

December 22, 1970

Lawrence J. Brown
4308 S. W. Chesapeake
Portland, Oregon 97201

RE: Former Mittleman property
at Roads End

Dear Mr. Brown:

The area is zoned R-1 not R-7. No use has been proposed to this office as yet.

Sincerely,

Lynn D. Steiger
County Planner

LDS:BP

COUNTY PLANNER
LYNN STEIGER

COUNTY OF LINCOLN

Newport, Oregon 97365

December 16, 1970

Larry Brown, Inc.
4208 S. W. Chesapeake
Portland, Oregon 97201

Dear Mr. Brown:

There are no zone changes involving the area you mention in your letter of December 14, 1970. Only state activity in that area is for possible parksite.

Sincerely,

Lynn D. Steiger
County Planner

LDS:sp

RECEIVED
OCT 14 1971
FOR FILING

EI-3795
76031

October 12, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization of the Roads End Beach State Wayside grading and paving project, Contract No. 7603, in Lincoln County, is requested. Oceanlake Sandy Mix Company is the contractor on this comparatively small project with an existing authorization of $10,828.98.

This facility is on a narrow dead-end road with private residences in the general vicinity. After the project was under way, it was found desirable to construct a turnaround to permit vehicles and trailers to reverse direction if they missed the entrance to the new parking area being constructed or for any reason passed it by. The turnaround added almost $12,000.

It is recommended that the project authorization be increased in the amount of $16,806.20, making a new total authorization of $27,635.18.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. M. Young
V. E. Skoog
J. B. Boyd

JAB:fw fn

A E Johnson

RECEIVED
SEP 24 1971

FORM E-30 (REV. 10-69)
FOR FILE

1-3795
76 L 2

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1971

NOTED
A. E. JOHNSON

SUBJECT: PA #1
Turn Around
Roads End Beach Wayside
Contract 7603

To: John Bond
CONSTRUCTION ENGINEER

AE Johnson

Assistant State Highway Engineer early this morning instructed that no further work be done by the contractor, Ocean Lake Ready Mix Company, on the turn around that was to be constructed under PA #1. This instruction has been put into effect. He also asked for the background particularly; the proceeding without a signed price agreement.

About July 21, 1971, John Hollingsworth of the Parks section, left, in this office, revised park drawing D-1-156-B with the instructions to negotiate a price agreement with the contractor. See my attached July 21 letter of instruction to Resident Engineer Chuck Elroy. Hollingsworth was aware that this would cause the project to exceed the allowable limits.

Negotiations with the contractor resulted in their Vice President John R. Saxon's August 10 letter of quotation, a copy of which is attached. Some of the prices were questionable. Elroy checked them with Art Bollinger of the Cost unit.

I reviewed the overall matter with Warren Gaskill inquiring of the necessity and if necessary whether it could be constructed by Park forces as Highway Maintenance forces were otherwise occupied. He said we had to construct it; that their forces were not available and to further negotiate with the contractor.

This was done; resulting in an undated tabulation with new prices. These prices had prior approval from John Bond on August 27 who qualified his approval to also require the approval of the Parks section. Warren Gaskill gave such verbally the same day and Elroy was instructed to proceed as the contractor had been holding up his other work pending this decision.

When the actual price agreement reached this office September 3, it was submitted with a full explanation together with a request to overrun the project athorization.

The work was immediately commenced. The culvert installation and grading have essentially been completed with a minor amount involving not over $350 remaining. Also remaining is all of the surfacing which contract bid prices as agreed to in the price agreement would cost $2,237.90. A breakdown of the items completed and remaining is attached. It is based on original price agreement

9-20-71
Orders Approved
Bond will submit agreement for added O

BP*82479-734

amounts. Actually imported borrow over ran about 1300 cubic yards or $2600.

This overrun of the price agreement quantities is so great that a revised project athorization increase request should be made and will be submitted early next week.

The Maintenance section is studying the alternatives of not completing the turn around completing it with Maintenance forces, or completing it at another location. It would seem to me that if it were to be completed, the contractor's prices are reasonable, and that we should proceed with the price agreement including getting Highway Commission authorization to do so.

Your decision is awaited.

Color photographs of the existing condition will follow.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

Attachments
cc A. E. Johnson
Ivan Merchant
Warren Gaskill
Chuck Elroy
George Hopkins

OCEANLAKE SAND & GRAVEL CO.

23 N. HIGHWAY 101 • LINCOLN CITY, OREGON 97367 • PHONE 994-3621

August 10, 1971

Oregon State Highway Commission
Parks Department
Salem, Oregon

Dear Sirs:

We are pleased to offer the following quotations for supplementary work to our Oregon State Highway Department Contract No. 7603 for grading and paving Roads End Beach Wayside.

1.	Clearing and grubbing--lump sum	$780.00
2.	Imported borrow, as required--truck measure	2.65 cu. yd.
3.	Structural excavation for culverts--lump sum	458.00
4.	24" 14 ga. galvanized corragated steel pipe asphalt coated, as required	8.95 lin ft.
5.	30" 14 ga. galvanized steel pipe asphalt coated as required	10.95 lin ft.
6.	12" 16 ga. galvanized corragated steel pipe asphalt coated, as required	6.00 lin ft.
7.	General Excavation--lump sum	315.00

All remaining items to be at same unit price as bid on original contract.

Sincerely,

OCEANLAKE SAND & GRAVEL CO.

John R. Saxton

By John R. Saxton
Vice President

JRS;mp

1-11-71

Reeds End Turnaround

Based on original PA

Item	Completed	Remaining
Clearing & Grubbing	#500	—
General	20%	* 200 ±
Imported borrow	4,950 **	—
Rock slope Protection	662.50	* 150 ±
Trench Exc	30	—
6" Culvert Pipe	90	—
12" Culvert Pipe	952	—
24" Culvert Pipe	1163.50	—
30" Culvert Pipe	1533.00	—
Watering	(Hand)	34 @ 22 — 32
Aggregate Subbase (227 C.Y.)		@ 4.25 — 964.75
3/4"-0 Aggregate Base (85 C.Y.)		@ 4.25 — 361.25
Class 'C' Asphaltic Concrete (83.8 Tons)		@ 10.25 — 377.90
	7,387 cu	2537.90
Subtotal	2,600	
Total	11,987	

* Over and above PA

** This is PA amount; another #2,600± has been provided in overrun.

Morgan
Hopkins
Elroy

(Rev. 10-69)

ON STATE HIGHWAY DIVISION

FINAL QUANTITY CALCULATION

CONTRACT NO. _____

SHEET 1 OF 1 SHEETS

JOB Ponds End Wingwalls

BRIDGE NO. _____

Sept 5, 1971 CHECKED BY _____ 19___ BACKCHECKED BY _____ 19___

REFER DWG. NOS.: _____ FIELD BOOK NO. _____ PAGE _____

	Item	Quantity	Unit price	TOTALS Amount
①	Clearing & Grubbing	(lump sum)	~~$700~~ $500.00	~~1730.00~~
②	General Excavation	Cu Yd (~~lump sum~~)	~~$2.75~~ $2.06.00	~~3[illegible].00~~ 206.00
③	Watering	8 M-gal	$4.00/M-gal	32.00
④	Aggregate subbase	227 yd	$4.25/yd	964.75
⑤	¾-0 Aggregate Base	85 yd	$4.25/yd	361.25
⑥	Cl-cr & A/C	83.5 tons	$10.50/ton	877.00
⑩	12" culvert pipe (Price based on coming from Iminen Rd Pit)	42 lin ft	$6.00/ft	252.00
⑦	Imported borrow truck measure (1980 yd 25% shrinkage)	2475 yd³	$2.00/yd	4950.00
⑨	Trench excavation (for culverts)	(~~lump sum~~)	~~$450~~ $300 ?	~~50.00~~ ?
⑪	24" 14 ga. CMP (Asphalt coated)	120 lin ft.	$9.75/ft	1165.50
⑫	30" 14 ga. CMP (")	123 lin ft.	$10.95/ft	1537.50
⑧	Slope protection rock	250 yd	$2.65/yd	662.50

8-27-71 Wes 12 yd @ $2.65/yd Hasty
place rock on fill slope as shown on plans. Slope to be trimmed by hand to conform to lines & grades shown on plans

8-27-71 Approved by Bud Ostrander for inclusion in Estimate

Sheet Total ~~12,203.75~~ 11,5[illegible].50

RECEIVED

21-3795

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1971

10

SUBJECT: Roads End State Wayside

To: Chuck Elroy
RESIDENT ENGINEER

You were handed two copies of Parks drawing D1-156-B revised July, 1971 of the proposed development plan for Roads End Wayside. This revised plan includes a turnout just northerly of the main entrance road. Please negotiate a P.A. with the contractor. This work has been requested by John Hollingsworth of the Parks section.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: F. D. Morgan
John Hollingsworth
Gerald Wimer

BP°12679-734

Form B-978 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

21-3795
7603

Expected Overrun of Project Authorization

Project Beach Rd Beach State Wayside — Date August 31, 1971

Highway — Contract No. 7603

County Lincoln — Kind of Work Grading & Paving — Contractor Oceanlake Ready Mix Co.

	Authorized	Estimated
Contract Amount	$18,191.25	$21,244.25
Anticipated Items	none	none
Contingency (4½%)	818.60	$13,104.01
Engineering	1,819.13	3,286.92
Credits	none	none
PROJECT COST	$20,828.98	$37,635.18
NET INCREASE $		16,806.20 or 80.6%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

	Expected Amount	Net Change
(U) P.A. #1 Construct & Turnaround	$11,624.90	$11,624.90

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-19-71

Principal reasons for overruns (Continue on reverse side): The State Park Section requested that a turnaround be constructed in conjuction with the parking area under contract. The location and construction work of the turnaround is reason for overrun of engineering and contingencies.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Charles W. Edsey — Resident Engineer

Noted by — Construction or Bridge Engineer

Confirmed by — Division Engineer

Noted by — Deputy or State Highway Engineer

SP*22700-794

RECEIVED
JUL 30 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

21-3795

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7603

July 23, 1971

Mr. Maurice H. Lundy, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
1000 Second Avenue
Seattle, Washington 98104

Dear Mr. Lundy:

Enclosed is the July 22, 1971 billing for one of Oregon's Land and Water Conservation Fund projects. You will note that this is the third and final billing.

41-00120 Roads End Wayside (State Park)

Attached is Part II of the project application as requested by your agency.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

Walter J. McCallum
State Recreation Director

WJMtdc

Enclosures

NOTED
LLOYD P. SHAW
JUL 27 19
OFFICE OF
STATE HIGHWAY ENGINEER

Form 5-128

RECEIVED
JUL 22 1971
FOR FILING

21-3725
7603

July 21, 1971

Oceanview Ready Mix Company
1923 Highway 101 North
Lincoln City, Oregon 97367

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7603 for work in Roads End Beach State Wayside in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Marchant
J. B. Boyd
Charles Elroy
David Talbot

RECEIVED
APR 5 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

21-3775

HIGHWAY BUILDING • SALEM, OREGON • 97310

7603

April 1, 1971

Lincoln County Board of Commissioners
Courthouse
Newport, OR 97365

Gentlemen:

Roads End Beach S.W.
Lincoln County

You recently requested our consideration of conveyance of a 15-foot strip of land of the former Mittleman property to provide for widening of Beach Street, adjacent to the Roads End State Wayside tract. Our Planning Unit indicates the area would be important to our use, to provide a desirable landscaped buffer zone between the nearby residences and the beach access development. Also, it appears that existing widths of Maine Street, Pacific Avenue, Pine Street, and Ocean Avenue are sufficient to meet the vehicular traffic needs of the adjacent residential area without further improvement of Beach Street.

In addition, the status of our ownership of the Mittleman property, and our latitude in disposing of portions of it, is somewhat complicated by use of federal funds in its acquisition. The property was acquired by condemnation, with a trial date now set for June 3, 1971, to determine the price the State shall pay. Under these circumstances, it is felt it would be best to wait at least until after the condemnation trial before pursuing the matter further.

Very truly yours,

David G. Talbot
State Parks Superintendent

By
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

bc: Mr. L. P. Shaw

RECEIVED
APR 2 ...
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

OREGON STATE HIGHWAY DIVISION

21-3795

7603

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 23, 1971

Lincoln County Board of Commissioners
Courthouse
Newport, OR 97365

Gentlemen:

Re: Beverly Beach S.W.
Lincoln County

This will acknowledge receipt of your letter regarding possible conveyance of a 15-foot strip of land at the south property line of the former Mittleman property as additional county road right-of-way.

The proposal will be submitted to our State Parks Planning Unit to consider the possible effect on development plans for the site. We will be in touch with you as soon as possible regarding the proposed conveyance.

Very truly yours,

David G. Talbot
State Parks Superintendent

By
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

bc: Mr. Larry Jacobson

RECEIVED
FEB 24 1971

FORM E-30

FOR FILING

21-3775
7603

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1971

To: Mr. David Talbot
State Parks Superintendent
O F F I C E

SUBJECT: File 42111 -- Mittleman
Roads End

Mr. M. F. Knotts, Route 1 Box 409, Otis, called at the office today to request our consideration of granting 15' from the south line of the Mittleman property as additional width for Beach Street adjacent to our south boundary line. The present width of Beach Street appears to be approximately 15'. Mr. Knotts owns Lots 13 & 14 of the Second addition to Roads End, which front on the south side of Beach Street. Being a long time resident of the area, he indicated that a verbal agreement supposedly had been made by Mr. Mittleman to provide an additional 15' for road use, but he had not actually made the conveyance to the county. I suggested Mr. Knotts approach the county commissioners, and if they were sufficiently interested, to have them direct a formal request to the State Highway Commission for us to provide the additional 15' width between Logan Road and Ocean Avenue, a distance of approximately 250'. He indicated he would take it up with the county commissioners.

Mr. Knotts also expressed some concern that landscaping as shown on our current development plan would obstruct his ocean view to the northwest. I told him our development plans were still somewhat in the preliminary stages, as we had some water and sewage disposal problems. He was also concerned with these same problems.

Ray Wilson, Assistant
State Parks Superintendent

RW:dh

cc: Mr. D. Moehring
Mr. Rod Henry

NOTED
E. S. HUNTER

RECEIVED
JAN 15 1971

OREGON STATE HIGHWAY DIVISION

21-3795
7603

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

January 5, 1971

Lincoln City City Council
City Hall
Lincoln City, OR 97367

Attention: Mr. T. R. Adams
City Attorney

Gentlemen:

On February 25, 1971 we propose to let a contract for construction and development of the Roads End Beach State Wayside.

One serious problem we have not overcome as yet is a water supply for the facility. Mr. John Hollingsworth, State Parks Field Engineer Supervisor, has discussed this problem with Mr. Wilbur Day of the Roads End Water District, and Mr. William Pond, Lincoln City Public Works Director.

The best possibility for supply is from a 4-inch main, which now exists on Logan Road in Lincoln City which is approximately one-half mile from our proposed public beach access development. We would like to ask further consideration of the Lincoln City administration for the State to acquire water from this location. We would propose that the State install a 4-inch waterline from the main on Logan Road and follow Ellis Avenue to the beach access facility. The cost of construction to the State for the pipeline would be $10-$12,000. Your consideration of this proposal would be very much appreciated.

Very truly yours,

David C. Talbot
State Parks Superintendent

By
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

cc: Mr. William Pond

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DEC 4 1970

FOR
21-3795
7603

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 27, 1970

To: THE FILES

SUBJECT: Roads End Water & Sewer

The Roads End Beach State Wayside is in the Roads End Water District owned by Wilbur Day who lives at Second and Columbia in Roads End.

I met with Mr. Day on Wednesday, November 25, and asked him if he would provide us with water for our proposed beach access. He said his system is already overloaded and if he gives us service he would need to require his present subscribers to abstain from watering lawns, flowers, etc.

According to Mr. Day, his heavy-use period is on summer weekends at which time his reservoir is drawn dangerously low and it takes the next five days to refill the reservoir in preparation for the following weekend.

I checked later that same day with Mr. Stuart, Lincoln County Sanitarian, and he confirmed Mr. Day's situation.

On Friday, November 27, I phoned Mr. William B. Pond, Lincoln City Public Works Director, about the possibility of our obtaining water from Lincoln City. Mr. Pond told me he has only a 4" main as far as Zander Avenue which is approximately one-half mile from the proposed development. At this point the water pressure is very low.

Mr. Pond was not very receptive to the idea of our hooking up at Zander Avenue. He said he has many requests for water hookups in this area and he has had to refuse all of them.

A sewer system is non-existent in the Roads End area and septic tanks are permitted. However, Mr. Stuart, Lincoln County Sanitarian, said we should be very careful to test soil conditions on our proposed development to make sure we have suitable subsurface drainage. He wants us to contact him when we begin our engineering survey so that he can assist us in choosing a location for a drainfield.

JEH

John E. Hollingsworth
Field Engineer Supervisor

JEH:bt

cc: Warren Gaskill
Cliff Lenz

RECEIVED
AUG 27 1970
LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

FOR
21-3795
7603

507 State Highway Building

August 26, 1970

Mr. Clifford Alterman
Attorney at Law
1107 Commonwealth Building
Portland, Oregon 97204

Re: State v. Mittleman, Circuit Court
Lincoln County, Case No. 29304 (L-6037, R-42111)

Dear Clif:

In accordance with our recent telephone conversation this is to advise you that within the next few days we will deposit the sum of $77,500 into the Circuit Court of Lincoln County pursuant to ORS 366.392. Under ORS 366.393 your client may apply to the Court for the distribution of any or all of the deposit pending the trial of the case. A withdrawal of the deposit on behalf of your client does not, under the above law, waive his rights to subsequently appeal.

It is my understanding that some personal property still remains in the buildings on the property. According to our Relocation Supervisor your client, in addition to whatever just compensation eventually is determined, would be entitled to the sum of $300 cash to remove the personal property from the buildings before turning possession over to the State.

As a result I am forwarding herewith an original and two copies of the Dwelling Move Scheduled Application and requesting that your client sign and return two of the forms, and remove his personal property from the buildings on or before September 28, 1970. As soon as the personal property is removed we will obtain the $300 and forward the same to you. The request for possession is made pursuant to ORS 366.390 and, as mentioned to you on the phone, is being taken now in order to remove the buildings which are becoming badly deteriorated. In addition our possession of the property will require the State, rather than your client, to pay the taxes for the balance of this taxable year. After we receive the keys and possession of the property we notify the County Clerk that we now have possession and that the State Highway Commission will be responsible for the

NOTED
R. L. PORTER

RECEIVED

taxes from the actual date of possession for the balance of the taxable year. We would appreciate it if you could advise us when your client will move and forward the keys to me.

With respect to any possible settlement of this case, I have gone over the same very thoroughly with Mr. Leonard I. Lindas, Chief Counsel. Based on our appraisals of the property, it is Mr. Lindas' opinion that he cannot recommend to the State Highway Commission any settlement figure in excess of the $100,000 which the Commission authorized in our letter of offer dated June 5, 1969. This letter was addressed to Mr. Herbert M. Schwab, Attorney at Law, 1400 Public Service Building, Portland, Oregon, and a copy forwarded to your client.

Very truly yours,

LEE JOHNSON
Attorney General

Frank C. McKinney
Assistant Attorney General
Trial Division

FCMcK:hg
Enclosures

cc - Mr. R. L. Porter
Mr. E. S. Hunter
Mr. Lloyd Shaw
Mr. D. H. Moehring
Mr. W. H. Haskin
Mr. J. J. Smith
Mr. L. I. Lindas
Mr. Les Hampton

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AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 6 - 1970
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
G26
41-00120

JUL 2 1970

21-3795

7603

Mr. Lloyd P. Shaw
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Shaw:

The amendment for Oregon project 41-00120, Roads End State Wayside - Acquisition, has been approved. A copy of the amendment is enclosed.

Sincerely yours,

Fred J. Overly
Regional Director

Enclosure

cc:
Kessler R. Cannon
David G. Talbot

Original to Talbot
1-3-70
(with Amend.)

RECEIVED
JUL 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORWARDED TO
Hewitt

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

State Oregon (Lincoln County)

Project Amendment No. 41-00120.2

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 41-00120 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

	From	To
Total Cost of Project	$200,000	$130,000
Fund Support	50%	50%
Fund Amount	$100,000	$ 65,000
Cost of this Stage	$200,000	$130,000
Assistance this Stage	$100,000	$ 65,000
Project Period	7-1-67 to 7-1-70	7-1-67 to 7-1-72
Period Covered by this Agreement	7-1-67 to 7-1-70	7-1-67 to 7-1-72

41-041-0000
OR-Lincoln-N/A
In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By _____ (Signature)
Regional Director
(Title)
Bureau of Outdoor Recreation
United States Department of the Interior

Date JUN 9 1970

STATE

Oregon (State)

By _____ (Signature)
Assistant Director
Lloyd P. Shaw (Name)
Assistant State Highway Engineer (Title)

15 June 1970

BOR 8-92a
(Rev. Mar. 1967)

RECEIVED
MAY 15 1970

OREGON STATE HIGHWAY DIVISION

21-3775
1693

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 13, 1970

Mr. Fred J. Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
1000 Second Avenue
Seattle, Washington 98104

Dear Mr. Overly:

Re: Project Amendment
Roads End State Wayside - Acquisition
Lincoln County (O.P. 166)
B.O.R. Project 41-00120

Enclosed is a proposed amendment to this project, decreasing the cost of the project and extending the completion time limit from July 1, 1970 to July 1, 1972.

This project covered the acquisition of 4 parcels of property at a cost originally estimated at $200,000. Of these, 3 parcels originally estimated to cost $50,000 have been purchased for about $30,000. The cost of the fourth parcel was originally estimated at $150,000, and is now expected to cost about $100,000. Condemnation has been initiated on this fourth parcel (Mittleman).

Your favorable consideration of this proposed amendment is requested. This project is funded with FY 1968 money. In addition to the Bandon project (41-00177) amendment recently submitted, we will be submitting amendments to the Sunset Bay project (41-00123), and the Neskowin project (41-00222) which will utilize this underrun.

Very truly yours,

Walter J. McCallum
State Recreation Director

WJM:dc

Enclosures

NOTED
LLOYD R. SHAW

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MAR 2 - 1970
FOR FILING

21-3795
7603

Salem, Oregon
March 2, 1970

Beach Access Sites

Mr. Forrest Cooper
State Highway Engineer

Four copies of small-scale maps and 9" x 9" aerial photographs of "problem" beach access sites have been prepared for your discussion with the Highway Commission. The access sites are:

Chapman Beach - Clatsop County

Arch Cape & Cove Beach - Clatsop County

Tierra Del Mar - Tillamook County

Roads End - Lincoln County

Each of the areas involves existing residential development; each of the areas has been protested vigorously, either at meetings or by letter and petition. Without development of public access facilities, each location would be virtually cut off from general public use because of lack of development for foot traffic to the beach and because of lack of parking facilities on the local streets and roads.

We have made no effort to obtain the property at Chapman Beach up to the present time.

At Arch Cape an inquiry to the County regarding what appeared to be an excess property obtained through tax title brought forth a storm of protest with a result Clatsop County has assured local residents that the County will not dispose of the property in the near future. Alternate properties could be chosen in the Arch Cape vicinity, but would be no less likely to be acceptable to residents than the site originally sought.

A tract which we consider to be acceptable from the standpoint of access but is impractical from the standpoint of cost and difficulty in obtaining, is indicated on the aerial photographs northerly from the original County tract. It has not been appraised; staff does not consider it a practical solution to the problem. The County area is better.

South of the Arch Cape tunnel is a settlement called Cove Beach which is also cut off from public use by private ownership along the edge of the uplands. A prospective site is indicated on the aerials on this location.

A bitter denouncement of the entire program was made by residents of the Cove Beach area at a meeting in Arch Cape at which Mr. Talbot was requested to speak.

At Tierra Del Mar an access proposal involved two ownerships at the north end of the Tierra Del Mar plat. The acreage was somewhat uncertain due to a disputed property line on one side and the fluctuating mean high tide position on the west. It is probably about eight acres but might conceivably be 50 percent greater under some circumstances. The proposed taking was without development and the margins of the taking were not unduly close to any existing buildings. Properties immediately to the north of the proposed taking were recommended by some of the local residents in lieu of the taking area.

The property north of Tierra Del Mar is known as the Beltz property and runs northerly to and borders Sand Lake. It is approximately five feet lower elevation than the proposed Tierra Del Mar taking which in itself was critically low, being about elevation 13. The development site available on the Beltz property would be more distant from the existing county road than the area we tried to acquire.

Additional prints of aerial photographs have been included with the Tierra Del Mar packet to permit a more meaningful discussion of the problems in this area.

At Roads End a combination of several parcels was sought and all but one obtained. The Harry Mittleman property is the southerly half of the area indicated in color on the photographs. Its status, I am sure, is well known to you.

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
LPS:ajw
cc R. L. Porter
D. G. Talbot

ROADS END

This is the "Mittleman Area". There is only this one reasonably good area properly situated in the 1 3/4 mile stretch of ocean frontage adjacent to Roads End.

We have acquired approximately half the area shown on OC 2 25-3. The southerly half is still in Mittleman ownership. Roughly $100,000 (plus or minus $20,000) is at stake on the Mittleman tract.

ROADS END BEACH STATE WA
Lincoln County

PROPOSED
ROADS END BEACH
STATE WAYSIDE

PACIFIC OCEAN

SIGNED ROUTES

INTERSTATE 0
U.S. 00
OHE. 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits.

LINCOLN CITY

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,622

SHEET ARRANGEMENT

N

QUARRY
QUARRY
QUARRY RD.
HEATHER LN.
COLUMBIA AVE.
PACIFIC AVE.
LOGAN RD.
Logan Creek
SUNSET LN.
ROADS END
OCEAN AVE.
PACIFIC AVE.
ZANDER LN.
CITY LIMITS TO LOW WATER LINE
OREGON COAST HWY. NO. 9 101
JOHNS ST.
BLACK AVE.
BUTLER DR.
WALDEN DR.
LAKE DR.
M.P. 112.76
36TH DRIVE
N. REEF CT.
N. WHARF AVE.
N. YACHT AVE.
Lake Point
DEVILS LAKE
JETTY AVE.
KEEL AVE.
MAST AVE.
PORT AVE.
SURF DRIVE
REEF RD.
N. 34TH ST.
VOYAGE ROAD
N.3

Post Office
School
R. R. Depot
Public Bldg.
cv – City Hall
cr – Court House
a – Armory
l – Library
Street open for travel
Street dedicated but not open
City Limits

LINCOLN CITY

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,622

Scale in Feet

November 1966

SHEET ARRANGEMENT

1
2
3

EXISTING
D RIVER
STATE WAYSIDE

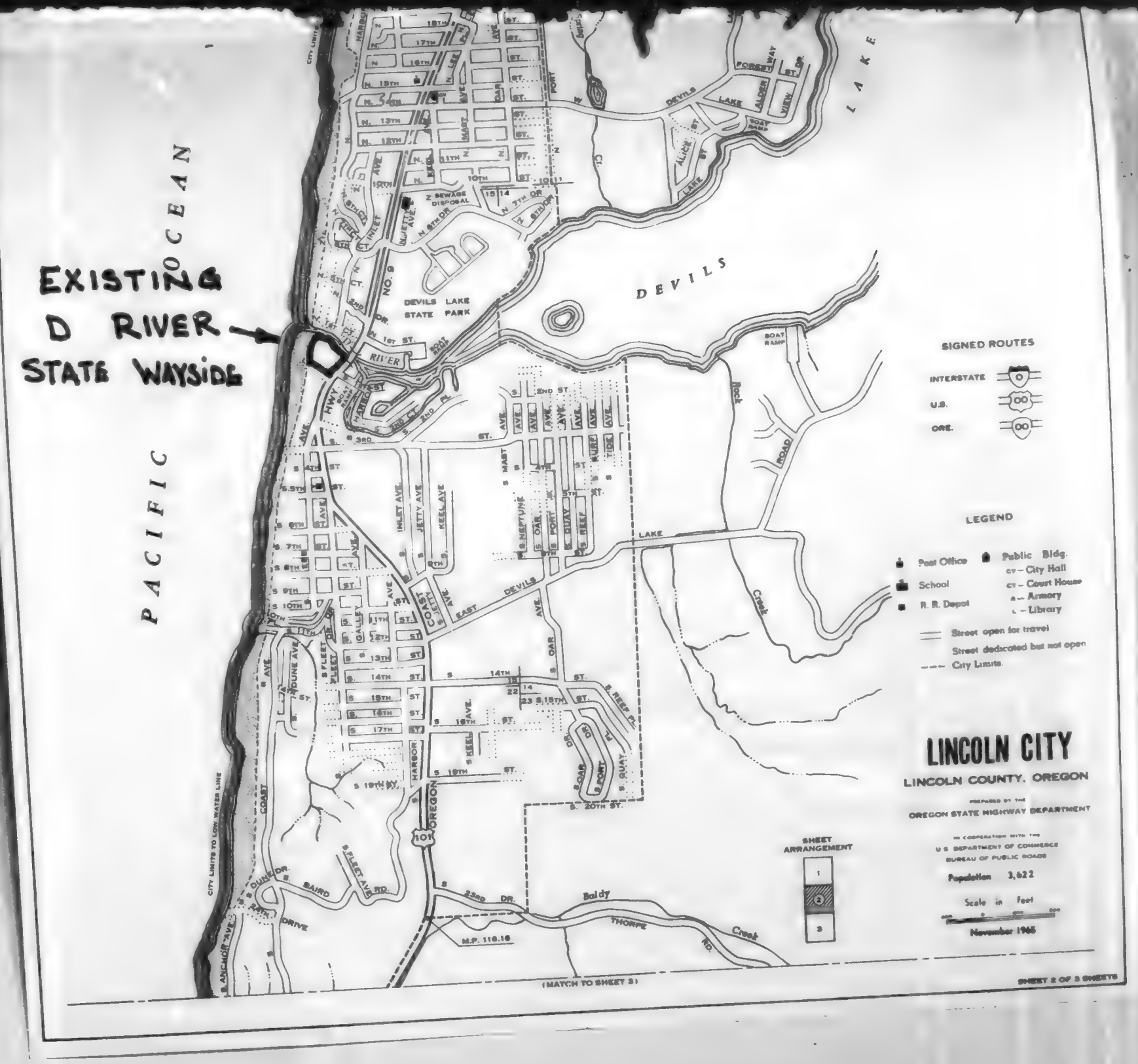
SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
cv – City Hall
cr – Court House
a – Armory
l – Library

EXISTING D RIVER STATE WAYSIDE



RECEIVED
JAN 28 1970

THEODORE M. SWETT
Hilltop Drive, Roads End
Rt. 1, Box 344, Otis, Oregon 97368

21-3795

January 26, 1970

7603

Portland

REFERRED TO
cc Lahde - Slow
BY DEPUTY STATE HIGHWAY ENGINEER
1-28-70

Mr. Glenn Jackson
State Highway Commission
Salem, Oregon

Dear Mr. Jackson:

You may recall that I was one of those who opposed the beach access park at Roads End. Now that it will be a reality, I do not want to see the State pay too much for the property. Of the four parcels involved, I understand one will have to go through condemnation proceedings.

If the one hold-out piece happens to be the largest parcel, may I suggest to yourlegal department that there are three reasons why the property should not command a high price.

1. The area is zoned as R-1, so the land is not eligible for a motel or other commercial site. The feeling was so strong for zoning, it is doubtful that any request for a variance would prewail.

2. The private water system which supplies Roads End could not handle a motel. Connection with Lincoln City water is impossible; they are having trouble themselves.

3. The County Sanitarian would not approve a motel on that site because the area is already saturated. There is no chance in the foreseeable future that a sewer district will be formed here.

This letter calls for no answer. I trust the above may be helpful.

Very truly yours,

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JAN 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 6 - 1969
FOR FILING
Roads End

Cross Referenced To:
Adm.
U.S. Hwy
Tuk.
Law
Rds. End

January 5, 1970

Mr. John M. Fulton, Director
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear John:

Reference is made to your December 30 inquiry concerning a complaint by Wilbur H. Day of Lincoln City regarding the Highway Division's plan to construct a parking and rest facility in the Roads End community. I understand that Attorney General Johnson is also preparing an answer to Mr. Day and a copy of a suggested reply for his consideration is enclosed.

Legal counsel advises us that the planned facility is specifically permitted in Article 3 (1) (d) of the zoning regulations.

We understand that the single family residential zone became effective November 22, 1968. The State started planning for its facility in 1966, and actually made one purchase in June 1968, one in January 1969, and filed a condemnation in January 1969.

If anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: R. L. Porter
Victor D. Wolfe

RLP:ms sr

BOD - Comment

P.O. Box 932
Lincoln City, Ore. 97367
December 4, 1969

Mr. Lee Johnson
Attorney General
Salem, Oregon

Dear Mr. Johnson:

Last year, by an overwhelming vote of 76 to 16 the residents of ROADS END voted to restrict the area to single-family residences only. Shortly before that, but at a time when the State Highway Commission knew that we intended to zone ourselves as an R-1 area, the Commission announced it was establishing a beach access park in the center of the residential neighborhood. This was done despite the fact that the result of a poll taken by mail indicating 262 against the park, and only 1 favoring it, was forwarded to the Commission.

We understand that there is an Oregon law on the books which directs State agencies to abide by local zoning regulations in selecting State park sites; further, that areas affected are entitled to a local hearing.

Accordingly, we take this opportunity to ask the assistance of your office in this matter, particularly since the beach access park has not yet been established, nor, to our knowledge, has the property been purchased.

Very truly yours,

William N. Day

Wilbur H. Day

WHD:ad
cc McCall

DEC 5 - 1969

Art 3 (1)(d)
Conc of the Nov 22, 1966

Letter served Jan 69
Ended

DEC 29 RECD

Shaw

DEC 15 1969

21-3795
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 2, 1969

To: David G. Talbot
State Parks Superintendent
O F F I C E

SUBJECT: Completion on State
B.O.R. Acquisition Projects

It is believed that the following State-B.O.R. acquisitions will be completed in the FY 69-70:

NAME	AMOUNT
Roads End Wayside	$ 85,000
Sunset Bay	35,000
Floras Lake State Park	22,500
Bandon State Park	7,851
Portland Women's Forum	12,550
Harris Beach	37,500
Neskowin	11,625
Beverly Beach State Park	12,500
South Newport #2	36,325
Crooked Creek	2,500
FY 69-70 Total	$263,351

The foregoing doesn't include some projects already billed and received in the FY 69-70. The following are the remaining incomplete State B.O.R. projects which could be completed in the FY 70-71:

Painted Hills	$ 30,000
Deschutes River	50,000
Manhattan Beach	87,500
Devil's Punch Bowl	60,000
Oceanside	65,000
Terra Del Mar	31,612
FY 70-71 Total	$324,112

Lincoln Hale, Assistant
State Recreation Director

LH:vh

cc: Walter McCallum

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NOV 14 1969
FOR FILING
21-3725
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 3, 1969

To: MEMORANDUM TO FILE:

SUBJECT: State vs. Mittleman
Our File L-6037

On October 20, 1969, Mr. Clifford Alterman, attorney for the defendant in the above-entitled case, called to see if a settlement could be arranged somewhere between the State's offer of $100,000 and his client's request for $113,000. I informed Mr. Alterman that I was very doubtful we could improve on our past offers, since they already exceeded our appraisals. I informed him, however, that I would advise our administrators.

Following the call I discussed the same with Mr. Shaw who promised to take it up with Mr. Cooper. On October 22 Mr. Shaw called to advise that Mr. Cooper was not desirous of increasing our previously proposed settlement to some figure between $100,000 and $113,000. Mr. Alterman was advised of this decision and he countered with the proposal that he would recommend $105,000. I again informed him I did not believe we could accept a settlement in that figure, but if he so desired I would transmit it to the administrators.

On October 30 I discussed the same with Mr. Shaw and he informed me he could not recommend exceeding our former offers and proposals of settlement. On October 31 I so advised Mr. Alterman and he agreed to have an answer filed on or before November 17, 1969.

Mr. Alterman claims he will retain a Newport attorney to assist on the case. He continues to argue that since the county assessor has placed the property for $101,580-, he will call the assessor and is certain the verdict will not be less than that amount. I informed Mr. Alterman we had already offered this amount to Mr. Mittleman and it had been rejected by him unless we were to pay all his attorney fees and appraiser fees which he thought were involved. This we rejected.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Lloyd P. Shaw
G. E. Rohde
Lee Hampton

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NOV4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1969

OREGON STATE HIGHWAY DEPARTMENT

21-3795
7603

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 24, 1969

Mr. Clifford B. Alterman
Attorney at Law
1107 Commonwealth Building
Portland, Oregon 97204

Re: State vs. Mittleman
Roads End Beach State Wayside
Your File 946-2
Our File L-6037

Dear Cliff:

I apologize for our delay in answering your letter of August 11 wherein you made the compromise offer in the sum of $113,500.

Mr. Shaw, Assistant State Highway Engineer in charge of parks, was required to attend a conference in the Midwest and likewise tried to pick up a little vacation time which was long overdue.

I am sorry to inform you that we cannot recommend to the Commission your counter-offer since it greatly exceeds our appraised value of the property.

It appears that it is impossible to reach an amicable settlement on the present figures proposed by our clients and we would therefore appreciate your filing an answer on or before October 13, 1969.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

NOTED
R. L. PORTER

FCMcK:ks

cc: R. L. Porter
Lloyd P. Shaw
Dave Talbot
Les Hampton
G. E. Rohde

NOTED
FORREST COOPER

RECEIVED
SEP 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1969
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
U. S. COURT HOUSE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
G26
36-00120

21-3795
7603

AUG 27 1969

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This is in response to Mr. Lincoln Hale's letter of August 1, 1969, concerning parcels No. 1 and No. 2 of project 36-00120, Roads End State Wayside - Acquisition. We do not feel the information contained in this letter, with its enclosures, is adequate to justify the acceptance of the negotiated price as representative of market value.

The state reviewer on November 7, 1968, reevaluated the appraisals of October 9, 1967, in light of more recent appraisals. As a result, the estimated market value of parcel No. 1 was increased from $8,000 to $8,750, and the estimated market value of parcel No. 2 increased from $10,000 to $12,250. This appears to be a reasonable adjustment supported with adequate documentation.

Following an apparent administrative decision, only 4 months later, the state decided it was prudent to pay $1,100 (11.25 percent) over the adjusted value for parcel No. 1, and $1,750 (14.3 percent) over the adjusted value for parcel No. 2. This appears to have been consistent with part 675.2.7B of the manual.

If the state wishes to use the market value estimate of November 7, 1968, please revise the enclosed billing and it will be processed without further delay. Should you feel your negotiated price is more representative of market value, please send supporting data in accordance with part 675.2.7A of the manual.

Sincerely yours,

Fred J. Overly
Regional Director

Original to Talbot
9-2-69

Enclosure
cc: Kessler R. Cannon
David G. Talbot

The $7 Annual Golden Eagle Passport admits carload of people year-long to

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AUG 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Department of the Interior
Bureau of Outdoor Recreation
Billing

Oregon State Highway Department

Billing Period: May 1, 1969 to May 31, 1969

Project No. 36-00120
Billing No. 2
Account No. 21-2366
(Roads End Wayside)

Cost Categories	Obligations Since Last Billing	Total Obligations To Date	For B.O.R. Use
Salaries and Wages	$ -	$ -	
Consultants Services	-	-	
Contract Payments	-	-	
Travel Expense	-	-	
Equipment Rental	-	-	
Supplies and Services	23,850.00	32,850.00	
Real Property	-	-	
Other			
Total	$ 23,850.00	$ 32,850.00	
Less Costs in Excess of Agreement	($ 0)	($ 0)	Sub-total
			+ or -
			Sub-total
Cost Claimed by State Under Agreement	$ 23,850.00	$ 32,850.00	Less 5%
			Sub-total
State Contributions	$ 11,925.00	$ 16,425.00	Previous Payments
Fund Contributions	$ 11,925.00	$ 16,425.00	

"I certify that the billing is correct and just and is based upon actual payment(s) of record by the participant State or political subdivision; that payment from the Federal Government has not been received; that the work and services are in accordance with the Bureau of Outdoor Recreation approved project agreement including amendments thereto; and that progress of the work and services under the project agreement is satisfactory and is consistent with the amount billed. I further certify that the participant State political subdivision or public agency is not involved in any court litigation or lawsuits wherein it is alleged by private parties or the United States that persons were, on the grounds of race, color, or national origin, excluded from participation in, denied benefits of, or otherwise subject to discrimination in the outdoor recreation program or facilities of the State, political subdivision or public agency."

Signature of Authorized State Official — Asst. State Hwy. Engineer (Title) — June 6 1969 (Date)

APPROVED FOR PAYMENT:

Regional Director / or Authorized Representative — Date

LAND AND WATER CONSERVATION FUND PROGRESS REPORT

BOR Project 36-00120 -- Roads End State Wayside

This is the total billing for the acquisition of parcels No. 1 and No. 2, as given in the application.

The total amount paid for parcel No. 1 was $9,850 on April 15, 1969. This was $1,100 over the appraisal review made November 7, 1968.

The total amount paid for parcel No. 2 was $14,000 on April 14, 1969. This was $1,750 over the appraisal review made November 7, 1968.

Because of the rapid rise in cost of coast property, and our last appraisal information was over a year old, it was determined by our acquisition people that the price in each case was fair market value, and it was prudent to proceed with the takings.

Lloyd P. Shaw
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 1, 1969

Mr. Fred J. Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
407 U. S. Court House
Seattle, Washington 98104

Attention Mr. Ed Johnson

Dear Mr. Overly:

Re: B.O.R. Project 36-00120
Roads End State Wayside - Acquisition
Lincoln County O.P. 166

Additional information was requested by Mr. Ed Johnson of the Seattle office as to why an increase over the reviewed appraisal amount was paid for parcels 1 and 2 of this project.

With our billing for these two parcels we included a brief statement of approval for the increased costs under Mr. Lloyd P. Shaw's signature. Mr. Shaw, Assistant State Highway Engineer, is the acting representative for the State Liaison Officer, Mr. Forrest Cooper, State Highway Engineer.

Prior to purchase, both properties were considered by the Administrative Review Board, consisting of Mr. Rohde, Chief Council, Mr. McKinney, Assistant Chief Council, and Mr. Moehring, Right-of-Way Engineer. Attached are statements of recommendation by Mr. Louis C. Grothaus, District Right-of-Way Supervisor. Based on these recommendations and the experience of the Review Board, the decision to purchase was made. The foregoing is accepted procedure by the Bureau of Public Roads.

This approach to the matter is different from the updated or revised appraisal approach suggested by Mr. Ed Johnson. Our appraisal section was reluctant to pursue an after-the-fact appraisal to establish a market value.

If additional information is required, please feel free to contact us.

Sincerely,

Lincoln Hale, Assistant
State Recreation Director

LH:ed

RECEIVED
AUG 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1969
FOR FILING

KELL & ALTERMAN
ATTORNEYS AT LAW
1107 COMMONWEALTH BUILDING
PORTLAND, OREGON 97204

TELEPHONE 223-6158
CABLE: "KELMAN"

RAYMOND M. KELL
CLIFFORD B. ALTERMAN
TED E. RUNSTEIN

21-3795
7603

August 11, 1969

RECEIVED
AUG 12 1969
LEGAL COUNSEL

NOTED
R. L PORTER

Mr. Frank C. McKinney
Assistant Counsel
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Your File No. R-42111
Roads End Beach State Wayside
Our File No. 946-2

Dear Frank:

This letter is to confirm my phone conversation with you.

We have reviewed the current appraisals and comparative sales cited by Mr. Rinehart who we understand to be a competent, qualified, appraiser.

We have also discussed this matter extensively with our client who quite frankly, would like to keep this property in his family for the use of his children and grandchildren, and is not desirous of selling this parcel at any price. However, in view of the right of the state to frustrate these hopes by condemnation, we are authorized by our client to make a firm commitment at this time for $113,500 in hopes of amicably settling the suit without litigation. This offer is without prejudice and is made solely in an attempt to secure a prompt and amicable settlement.

We would retain the right to withdraw the offer subsequent to an appearance in the litigation.

Very truly yours,

Clifford B. Alterman

CBA:pjos

9-16-69
Porter talked to McKinney re the offer -
the answer is "no" -

RECEIVED
AUG 6 - 1969

NOTED
FORREST COOPER

FOR FILING
21-3725
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1969

To: MEMORANDUM TO FILE:

SUBJECT: File L-6037
State vs. Mittleman

On July 8, 1969, Mr. Harry Mittleman called the undersigned on the above file and demanded to know what had happened to $800. On further questioning it appeared that our last proposed settlement to Mr. Schwab was apparently this amount short of what some prior negotiations had been. I explained to Mr. Mittleman that the last proposed settlement made to Mr. Schwab was the most we could support and that Mr. Schwab had informed us that he had rejected the compromise proposal.

Mr. Mittleman mentioned that he was aware of sales in this area within the last six months for $14,000 per acre. Further, that he had at one time offered to sell us the property for $100,000 if we would name it Mittleman Park. This proposal had been rejected since any such acceptance would forever bind future Commission to that particular name.

Mr. Mittleman had just been served with the complaint and I informed him that we would allow him some time with which to find a new attorney since Mr. Schwab was now the Chief Judge of the Oregon Appeals Court.

Mr. Mittleman seemed to believe that he could easily beat us in court, based on the assessor's tax records since, as he stated, everyone knows that an assessor is low.

I asked Mr. Mittleman if the assessment wasn't for the coming year and he admitted that it was. I then asked him what the previous assessment was and he informed me that it was $78,000. He stated that he had complained about the amount to the assessor. I then asked him if during the prior years he had any intention of putting the property up for sale for $78,000 based on the assessor's appraisal. He said, "of course not." I asked him if his complaint about the $78,000 assessment was because it was too low. He indicated that he thought this was a rather foolish question. Mr. Mittleman then requested me to write and give him the "total facts" on all our offers. I informed him that I would give him a letter on our last proposal but reminded him that our proposal likewise required him to furnish a recordable deed by June 30, 1969, and also that we receive it sufficiently early to obtain payment from the last biennium appropriation.

On July 11, 1969, I received a letter from Mr. Clifford B. Alderman, attorney for Mr. Mittleman, requesting an extension of time within which to review the file and obtain some appraisals.

I telephoned Mr. Alderman and informed him of Mr. Mittleman's request for a letter and informed him that since Mr. Mittleman now had an attorney I did not desire to write a letter. Mr. Alderman agreed and promised he would inform Mr. Mittleman that it would be a breach of legal ethics and against our policy to correspond with him directly now that he had an attorney. During the conversation I granted Mr. Alderman up to and including August 30, 1969, within which to file an answer in the above case.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Forrest Cooper
Lloyd P. Shaw
Dave Talbot
Les Hampton
G. E. Rohde

RECEIVED
AUG 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

21-3725
7603

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 1, 1969

Mr. Fred J. Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
407 U. S. Court House
Seattle, Washington 98104

Attention Mr. Ed Johnson

Dear Mr. Overly:

Re: B.O.R. Project 36-00120
Roads End State Wayside - Acquisition
Lincoln County O.P. 166

Additional information was requested by Mr. Ed Johnson of the Seattle office as to why an increase over the reviewed appraisal amount was paid for parcels 1 and 2 of this project.

With our billing for these two parcels we included a brief statement of approval for the increased costs under Mr. Lloyd P. Shaw's signature. Mr. Shaw, Assistant State Highway Engineer, is the acting representative for the State Liaison Officer, Mr. Forrest Cooper, State Highway Engineer.

Prior to purchase, both properties were considered by the Administrative Review Board, consisting of Mr. Rohde, Chief Council, Mr. McKinney, Assistant Chief Council, and Mr. Moehring, Right-of-Way Engineer. Attached are statements of recommendation by Mr. Louis C. Grothaus, District Right-of-Way Supervisor. Based on these recommendations and the experience of the Review Board, the decision to purchase was made. The foregoing is accepted procedure by the Bureau of Public Roads.

This approach to the matter is different from the updated or revised appraisal approach suggested by Mr. Ed Johnson. Our appraisal section was reluctant to pursue an after-the-fact appraisal to establish a market value.

If additional information is required, please feel free to contact us.

Sincerely,

Lincoln Hale, Assistant
State Recreation Director

LH:ed

RECEIVED
AUG 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

(Roads End State Wayside)
State Oregon (Lincoln County)
Project Amendment No. 36-00120.1
Roads End State Wayside

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 36-00120 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Change	From	To
Period covered by this agreement	7-1-67 to 7-1-69	7-1-67 to 7-1-70
Project Period	7-1-67 to 7-1-69	7-1-67 to 7-1-70

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By _____
(Signature)
Regional Director
(Title)
Bureau of Outdoor Recreation
United States Department of
the Interior

Date JUN 18 1969

STATE

Oregon
(State)

By _____
(Signature)

Lloyd P. Shaw
(Name)

Assistant State Highway Engineer
(Title)

BOR 8-92a
(Rev. Mar. 1967)

RECEIVED
JUN 11 1969
FOR FILING

FORM S-30 (12-57)

21-3725
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1969

To: MEMORANDUM TO FILE:

SUBJECT: File R-42111 - Mittleman
Roads End Beach State Wayside

On June 5, 1969, I called Chairman Glenn Jackson and informed him we were forwarding a new letter of offer on the above file for the purpose of redescribing the area. The only change in description is a separation of that portion of the property below the 16 foot contour (on the beach) and the usable land above the contour. I requested his approval in continuing our offer in the sum of $100,000 on the basis that if the offer is rejected, our trial attorney would have a favorable buffer and this could prevent the defendant from obtaining any attorney fee from the State. Chairman Jackson approved continuing our offer in the suggested amount.

I subsequently telephoned Mr. Herb Schwab and advised him that a new letter of offer was in the mail, the amount of the offer, and the reason for the change in description. I requested him to reply as soon as possible so that in the event of a rejection we could immediately file. Mr. Schwab promised he would let us know at the earliest possible date.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Forrest Cooper
Lloyd P. Shaw
G. E. Rohde

NOTED
FORREST COOPER

RECEIVED
JUN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1969
FOR FILING

21-3795
7603

FORM S-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1969

To: MEMORANDUM TO FILE:

SUBJECT: File R-42111 - Mittleman
Roads End Beach State Wayside

On May 16 the Administrative Review Board, consisting of George Rohde, Les Hampton and the undersigned, in consultation with Jean Ewen, a State review appraiser who owns real property at Roads End and who has reviewed many beach files, reviewed the above file. Based on our past acquisitions adjacent to the subject property, jury verdicts and other beach settlements along the coast, we agreed that we could recommend the settlement of this case for the sum of $101,500 to the Commission. The State would keep the improvements and sell them and the owner would, in addition, receive the statutory personal property moving costs.

The undersigned then phoned Mr. Herb Schwab, attorney for Mittleman and discussed a proposed settlement in the vicinity of $101,000, plus moving costs, with the State retaining the houses. Mr. Schwab felt that the State should pay at least the amount the property was assessed by the Lincoln County tax assessor, which was the sum of $101,580, plus moving costs. Mr. Schwab agreed that in view of the wide range of appraisers' opinions as to the value of the three houses and other improvements on the property, the State should sell them. He stated he would recommend that his client accept the above if we were in a position to make a firm offer.

This information was conveyed to Mr. Shaw and Mr. Rohde. On May 20 Mr. Rohde called Chairman Jackson to determine whether we could or should make a firm offer based on Mr. Schwab's recommendation. Mr. Jackson approved the proposed settlement.

On May 20 the undersigned called Mr. Schwab and informed him that we were clear to offer him $101,580, with his client to elect the type of personal property moving costs allowed by statute. The offer was also based on the proposition that the State would sell the buildings and that Mittleman would immediately deliver to us a deed so that we could commence clearing title and obtain a title policy in time to submit the settlement to our Accounting Department for clearance during this biennium, not later than June 20, 1969.

Copy to Talbot
6-4-69

NOTED
FORREST COOPER

On May 21 Mr. Schwab called the undersigned and stated that Mr. Mittleman would not accept the offer. In addition to the proposed settlement, Mr. Mittleman wanted his attorney's fees paid by the State, as well as his appraisal fee and a portion of the taxes. Mr. Schwab explained to him that the State could not do this, but Mr. Mittleman supposedly indicated that unless the State did so, the State could go to "_____."

Mr. Schwab advised the undersigned that if we wanted the property we should proceed with a condemnation case and that Mr. Mittleman would probably need a little time to answer, since Mr. Schwab would no longer represent him and he would have to find him a new attorney.

This information was conveyed to Mr. Cooper and Mr. Shaw and the undersigned was instructed to proceed with the filing of a condemnation.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Forrest Cooper
Lloyd P. Shaw
G. E. Rohde

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RIVES & SCHWAB
(RIVES & RODGERS)
(BONYHADI & HALL)
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

TELEPHONE 224-3920
AREA CODE 503

GEORGE D. RIVES
HERBERT M. SCHWAB
LEONARD BENNETT
ERNEST BONYHADI
BRUCE MacGREGOR HALL
HUGH SMITH
GERARD K. DRUMMOND
ROBERT F. HARRINGTON
ROBERT D. STEINMETZ
HARDY MYERS, JR.
LEONARD A. GIRARD
RICHARD D. BACH
M. JAY FOLBERG
WILLIAM C. SCOTT, JR.

ALLAN A. SMITH
DONALD A. SCHAFER
OF COUNSEL

March 27, 1969

Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

PERSONAL

RE: Mittleman Property
Road's End, Lincoln County, Oregon

Dear Coop:

By the time this letter reaches you, I may have succeeded in getting you on the telephone. I enclose herewith a copy of an appraisal of the Mittleman Road's End property made by Rinehart, which you will note comes to $116,100.

Sincerely,

RIVES & SCHWAB

Herbert M. Schwab

Enc.

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Telephone - - - - 994-2171

RINEHART
REAL ESTATE

Lincoln City, Oregon 97367

March 24, 1969

Mr. Harry Mittleman
710 S. W. Madison Street
Portland, Oregon

Re: Mittleman Property
Road's End, Lincoln County, Oregon

Dear Mr. Mittleman:

At your request, we have examined your property at Road's End for the purpose of determining the present market value.

This property consists of two and one-half acres (130,000 square feet, M/L), fronting on the Pacific Ocean for 325 feet in the form of a trapizoid, as indicated on Map #1, enclosed.

Dimensions:		
	South Side	404.61 feet M/L
	East Side	390.00 " "
	North Side	280.00 " "
	West Side (ocean)	325.00 " "

Legal Description: Tax Lot 6300-Map 6-11-34-DA LINCOIN COUNTY

The only practical way of arriving at present market value on land is by comparing actual sales of like property in the immediate vicinity. There have been three actual sales of like property made in the past year that will help determine the price of subject property, two of which were made through our office.

These comparisons are shown in Maps #2, #3, and #4, enclosed, and analyzed as follows:

Map #2:

Legal Description: Tax Lots 3000, 3700, 3800, and 4000 (ocean front of 198 feet), plus 17300 and 17400, (inside lots) Map 7-11-10-DB, with an area of 26,000 square feet M/L

Sold through this office April 10, 1968, for $55,500.00.
No improvements. Residential Zone in Lincoln City, Oregon.

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Telephone - - - - 994-2171

RINEHART
REAL ESTATE

Lincoln City, Oregon 97367

March 24, 1969

Mittleman Property,
Road's End, Lincoln County, Oregon

Map #3:

Legal Description: Lots 8400, 8500, and 8600 (ocean front 200 feet) Also Lots 10500, 10600, and 10700 (inside lots) Map 7-11-15 AB. These have an area of 35,100 square feet.

Sold through this office November 10, 1968, for $59,500. (Three old houses) Residential Zone in Lincoln City, Oregon.

Map #4:

Legal Description: Lot 100 Map 7-11-15 AC. Sold in 1968 to Oregon State Highway for $110.00; 500 feet ocean front- 3-1/2 acres. Low land. Extreme tides with west wind overflows with logs and ocean debris. Needs about four feet of fill. No improvements. Residential Zone. Lincoln County, Oregon.

RECAP:

Parcel #2	198 front foot	$55,500	-	$278.00 per front foot
Parcel #3	200 " "	59,500	-	$297.00 " " "
Parcel #4	500 " "	110,000	-	$220.00 " " "
		Average:		$265.00 per front foot

SUBJECT PROPERTY:	325 feet @ $265.00 per front foot	$86,100.00
	Improvements estimated (3 Houses)	30,000.00
	TOTAL MARKET SELLING PRICE	$116,100.00

RINEHART REAL ESTATE

P C Rinehart

P. C. Rinehart, Realtor

PCR:S

RECEIVED
MAY 9 - 1969

21-3725
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 4, 1969

To: Mr. Lloyd Shaw
Assistant State Highway Engineer

SUBJECT: File No. 42108 - Keller
File No. 42109 - Marks
Roads End Section
Oregon Coast Highway
Lincoln County

B U I L D I N G

Options have been secured on the subject files.

On file 42108, our appraisal background shows three appraisals—a staff appraisal by Mr. Edwards at $8,000; an appraisal for the owner by Mr. Hilbert for $9,850; and a second staff appraisal by Mr. Hopkins at $10,000. The appraisal review is at $8,750. The option is in the amount of $9,850, which is the least for which the owner would settle the file and is in the amount of the appraisal made for the owner by Mr. Hilbert. This settlement is $1,100 over our review figure.

On file 42109, the appraisal background is $10,500 by Mr. Edwards, a staff appraiser; $13,750 by Mr. Hopkins, a staff appraiser; and $14,000 by Mr. Hilbert, a fee appraiser for the owner. Our review figure is $12,250. The option is in the amount of $14,000, which is the least for which the owner would settle and is in the amount of the fee appraisal accomplished for the owner. This settlement is $1,750 above our appraisal-review figure.

Both files have been considered by the Administrative Review Board, consisting of Mr. Rohde, Mr. McKinney, and myself, and we are in unanimous agreement that settlements in the optioned amounts should be recommended to the Highway Commission.

At the present time, negotiations are being carried on for a taking from Mr. Mittleman by others outside the Right of Way or Legal Department, and if Commission acceptance of

RECEIVED
LLOYD P. SH

the two subject options will have a detrimental effect on the negotiations for the Mittleman property, then the subject files should not be presented to the Commission for acceptance and deeds taken and put of record.

Would you please attempt to get an answer for me as to the advisability of recommending acceptance of the two subject options to the Highway Commission prior to reaching an agreement on the Mittleman property.

D. H. MOEHRING
Right of Way Engineer

DHM:JP
cc G. E. Rohde
F. McKinney

RECEIVED
FEB 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Mailing

FORM E-125X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON 97310
Roseburg, Oregon 97470
January 13, 1969

NOTED
JOHN R. OAKES

RECEIVED
JAN 16 1969
RIGHT OF WAY

King, Miller, Anderson, Nash and Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

SUBJECT: File No. 37357-Bennett
Section: Yoakum Point
Highway: Cape Arago
County: Coos

NOTED
[illegible]

Attention Mr. Norman J. Wiener

Gentlemen:

In reply to your letter of January 6, 1969 concerning the article in THE OREGONIAN which quoted several acquisitions of park property by the State, the following information is submitted:

"Roads End Beach Wayside, Lincoln County" is not in this Right of Way District and consequently was not handled through our Roseburg Office. This was however, checked out through the Salem Office. In this area it was found that not all the transactions were completed to a point where details could be considered to be a matter of public record. I believe that until the transaction is completed and a deed is recorded, with the consideration stated, it is not the policy to make the details public. Sometimes these transactions might be reported as completed acquisitions prior to the time the last details are worked out. This is no doubt true as it concerns a part of the acquisition at "Roads End Beach". Only one transaction was reported to have been entirely completed in this area. This involved two lots with a consideration of $9,000 purchased from Tahoe Island Park, Inc., El Dorado County, California. Further details on this case can undoubtedly be obtained for you. The deed should be a matter of record in Lincoln County.

At Yoakum Point 2.7 acres was purchased from Eleanor Forest, Ruth Day and Mildred Langenberg for the consideration of $11,800. The deed on this is assumed to be recorded in the Coos County Courthouse at Coquille. No other transactions in this area have been completed as far as I know at this time.

RECD FOR FILING
JAN 21 1969

NOTED
FORREST COOPER

NOTED
K. A. CHATWOOD

It is hoped that the above information is of help to you and that we can soon bring to its conclusion the transaction for the Bennett property.

If I can be of any help at anytime, please feel free to contact me.

Yours very truly,

C. E. ROHDE,
Chief Counsel

Richard Wilson
Right of Way Agent

RW/dw

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
228-2431

CABLE ADDRESS
"KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE

HELEN F. ALTHAUS
JEAN P. LOWMAN
CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. NORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
JON E. BISCHEL
RALPH H. DAVISSON
RICHARD A. EDWARDS

January 6, 1969

RECEIVED
JAN 8 1968
ROSEBURG R/W

Mr. Richard Wilson
District Appraiser
State Highway Department
Roseburg, Oregon 97470

Subject: Your File No. 37357--Bennett

Dear Mr. Wilson:

In your letter to me of November 19, 1968, you mentioned that if I needed any further information or assistance you would be pleased to furnish it.

In the recent article of the Oregonian, there is mention of the fact that the State acquired three new parks totaling 527 acres for park purposes in 1968. One of the parks was described as "Roads End Beach Wayside, Lincoln County", and the other as "Yoakam Point Wayside, Coos County."

I assume that these transactions are matters of public record; consequently, I should appreciate your furnishing to me the details with respect to these two sales.

As I mentioned to you over the telephone recently, as soon as the Bennetts are fully informed, I will let you know whether or not the State's offer of $162,500 is acceptable to the Bennetts.

Very truly yours,

Norman J. Wiener

RECEIVED
OCT 9 - 1968

FORMER COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

21-3775
7103

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1968

Mr. Herbert M. Schwab
Attorney at Law
Public Service Building
Portland, Oregon 97204

Re: Our File R-42111 - Mittleman
Roads End Beach State Wayside

Dear Mr. Schwab:

I have for reply your letter of September 16, 1968, with respect to your counteroffer in the sum of $125,000 for the above property.

This matter has been discussed at some length with the State Highway Department staff and I am sorry to inform you that they cannot recommend your proposed sum to the Commission for settlement purposes.

I have, however, been authorized to inform you that the Department would be willing to recommend the sum of $100,000 as a compromise offer.

With respect to your client purchasing the three houses, a double garage and fencing, our usual practice has been to put such improvements up to public auction. In this instance our salvage value appraisal indicates that these improvements for salvage and removal are worth $2,500.

As soon as the State purchase is consumated, I am certain these improvements would be put up for public auction with a minimum bid of $2,500 within a very short time. If your client is interested in purchasing at the auction he may do so. Such a procedure, being open and public, allows other parties in the area, who may be interested in purchasing, an opportunity to purchase. In addition the State receives the maximum amount possible for the improvements.

N
FORREST COOPER

If the above proposed settlement is satisfactory with you and your client, please advise and we will immediately furnish you an option so that the same can be presented to the Highway Commission for its consideration.

We would appreciate a reply at your earliest convenience.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

FCMcK:hg

cc - Mr. Lloyd P. Shaw
Mr. David Talbot
Mr. D. H. Moehring
Mr. W. H. Haskin

RECEIVED
OCT 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 1968
LEGAL & RIGHT OF WAY

ARTICLE 3. USE ZONES

Section 3.010. Residential Zone R-1. In an R-1 zone the following regulations shall apply:

(1) Uses Permitted. In an R-1 zone the following uses and their accessory uses are permitted:

(a) One-family dwelling.

(b) Farm use...except the raising and keeping of livestock.

(c) Home occupation.

(d) Park and publicly owned recreation area.

(e) Utility lines necessary for public service.

(f) A trailer house used for dwelling purposes during the construction of a permitted use for which a building permit has been issued.

NOTED
JOHN R. OAKES

(2) Conditional Uses Permitted. In an R-1 zone the following conditional uses and their accessory uses are permitted subject to the provisions of Article 6:

(a) Church.

(b) Public or private school or college.

(c) Community meeting building or governmental structura such as a fire station or library but excluding a storage or repair type of facility.

(d) Golf course except driving range or miniature course operated as a business.

(e) Utility substation or other facility.

NOTED
LLOYD P. SHAW

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OCT 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

(f) Temporary real estate sales office in a legally recorded subdivision

(g) Hospital, sanitarium, rest home, and nursing home
(h) Radio or television transmitter or tower
(i) Cemetery
(j) Airport.

(3) Standards. In an R-1 zone the following standards shall apply:

(a) The minimum lot size shall be 7,500 square feet. Where sanitary sewers are not available the county sanitarian may establish a minimum lot size greater than 7,500 square feet to obtain proper waste disposal.

(b) The minimum lot width shall be 70 feet, except on a corner lot it shall be 75 feet.

(c) The minimum lot depth shall be 80 feet.

(d) The minimum front yard shall be 20 feet.

(e) The minimum side yard shall be 5 feet, except on the street side of a corner lot it shall be 15 feet.

(f) The minimum rear yard shall be 20 feet, except on a corner lot it may be 5 feet.

(g) The maximum building height shall be 30 feet.

(h) Livestock shall not be located closer than 100 feet to a residential building on an adjacent lot.

Section 3.020. Residential Zone R-2. In an R-2 zone the following regulations shall apply:

(1) Uses Permitted. In an R-2 zone the following uses and their accessory uses are permitted:

(a) A use permitted in the R-1 zone

(b) Mobile home trailer house.

(2) Conditional Uses Permitted. In an R-2 zone the conditional uses and their accessory uses permitted are the same as those permitted in an R-1 zone subject to the provisions of Article 6.

(3) Standards. In an R-2 zone the same standards as in an R-1 zone shall apply.

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STATE HIGHWAY ENGINEER

RECEIVED
1968

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
U.S COURT HOUSE, ROOM 407
SEATTLE, WASHINGTON 98104

NOTED
R. L. PORTER

IN REPLY REFER TO:
D36 21-3795
626 7603
36-00120

SEP 5 1968

Mrs. Alice M. Lee
Box 1232
Lincoln City, Oregon 97367

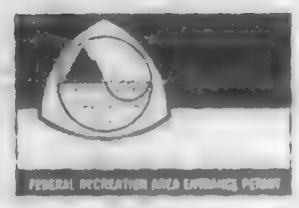
Dear Mrs. Lee:

Reference is made to your letter of August 9 to Director Crafts of this Bureau and to Assistant Director Rice's August 19 reply concerning a planned public parking area fronting on the Pacific Ocean near Lincoln City. Mr. Rice asked me to respond further to you in connection with this matter.

Your small community of Roads End is on Logan Road. The proposed parking area is situated between Logan Road and the ocean beach. The beach is public property and an attraction to visitors. The traffic problem on Logan Road, to which you refer, appears to be caused by visitors parking along Logan Road and crossing privately owned land on foot to reach the beach. The parked cars impede moving traffic by constricting Logan Road. In addition, more moving traffic is generated by visitors looking for a place to park and a way to get down to the beach.

This situation is common on many roads along the Oregon and Washington coast. It is not likely that this public demand will remain static. Rather, every indication is that it will increase.

It has been my experience that properly planned development to accommodate the public demand is the best way to preserve an area, object, or atmosphere. Accordingly, I believe that your community will benefit from the construction of the proposed parking area. It will provide parking space off the road for visitors; it will provide access to the beach for them; and it will provide needed



Valid nationwide—$7 per year . . .
admits carload of people to all Federal areas

NOTED
LLOYD P. SHAW

sanitary facilities. Also, it will reduce moving traffic on the road because people will not be driving aimlessly trying to find a place to park and a way to get down to the beach.

In consideration of the foregoing, I am hopeful that you will look more favorably upon the project.

Sincerely yours,

Fred J. Overly

Fred J. Overly
Regional Director

cc:
Mr. Forrest Cooper
with incoming

RECEIVED
SEP 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D. C. 20240

IN REPLY REFER TO:
D36 (Gen.)

AUG 19 1968

Mrs. Alice M. Lee
Box 1232
Lincoln City, Oregon 97367

Dear Mrs. Lee:

Dr. Crafts has asked me to acknowledge your letter to him of August 9 which raises several questions concerning a planned public parking area fronting on the Pacific Ocean near Lincoln City.

The Bureau of Outdoor Recreation does not have "jurisdiction over all the areas of outdoor recreation in the United States, and particularly where Federal funds are used." For your information, I am enclosing a pamphlet—Federal Focal Point in Outdoor Recreation—which describes the work and responsibilities of this Bureau only. I might also point out that Congress has authorized several other Federal agencies to administer programs for recreation purposes and we attempt to coordinate these efforts to meet the needs of recreationists.

We, however, are interested in the matter discussed in your letter since it may involve a project over which we might have a review or approval responsibility. Much of this work is delegated to our Regional Director. We, therefore, are asking our Pacific Northwest Regional Director, Mr. Fred Overly in Seattle, Washington to look into this matter and to respond further to you by September 20.

Sincerely yours,

Harry W. Rice
Assistant Director

Enclosure

cc:
Regional Director, Pacific Northwest Region, (2), w/c of inc.
Note: Please send us two carbon copies of your reply to Mrs. Lee

RECEIVED
AUG 22 1968
Bureau of Outdoor Recreation
Pacific Northwest Field Office

Dr. Edward Crafts, Director
Bureau of Outdoor Recreation
Department of the Interior

Rice

August 9, 1968

Sir:

I live in the small community of Roads End just north of Lincoln City, Oregon. The Oregon State Highway Department has proposed buying with state and federal funds a six-acre tract here for a public parking area fronting on the beach. Residents have opposed this because ours is mainly a retirement community backing up to the north and east against very high hills which form the southern and eastern boundaries of the Salmon River, and permit no road access to it other than from the south. One two-lane county road, Logan Road, spurs off from Highway 101 and dead-ends part way up this steep rise. Traffic is already heavy on this road, and on weekends and during the summer, actually a hazard to the residents of it. A six-acre

parking lot is located at the middle point of Logan Road, residents will be literally imprisoned in their homes most of the year.

Other residents and I have written to Mr. Forrest Cooper, head of the Oregon Highway Department, setting forth our reasons for opposing this move, and suggesting what seem to us more accessible and safer areas. He has replied to my letters, but one of his answers was derisive, and another failed to give a clear justification for his choice.

Since you must have jurisdiction over all the areas of outdoor recreation in the United States, and particularly where federal funds are used, I ask you to have someone in your department check on Mr. Cooper's six-acre parking spot as to its actual need, the rationality of its location here, and the cost of its land acquisition.

Thank you.

Alice M. Lee
Box 1232
Lincoln City, Oregon

RECEIVED
JUL 12 1968
FOR FILING

21-377
7603

July 12, 1968

AIRMAIL

The Honorable Wendell Wyatt
Member of Congress
1227 Longworth House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in regard to the June 3 and June 13 letters from T. M. Evett concerning the Rhode End proposed acquisition. Please pardon my delay in replying to you, but I have been awaiting further information.

Mr. Evett's June 13 remarks concerning water rate increases in the event our plans are completed seem a little unlikely, but we will investigate it. Our use of water in facilities of this sort is not excessive and ordinarily causes no problem. In many cases, our use of local water supplies has been of some assistance to the financial affairs of local districts.

The June 3 and June 13 proposals to purchase the "sandwich, hamburgers, hot dogs, beer. . .local store" are not acceptable since the property is severed from the tract we seek to acquire by a well-used street. If the two tracts were located such that we could combine the areas, the suggestion might be agreeable.

Mr. Evett's third point (June 13 letter) is one to which he returns from earlier communications; that is, the present road system will not accommodate additional parking. We have found that in other locations where the beach demand has already made itself apparent, the local streets are used for parking whether there are facilities within their boundaries or not. The provision for additional parking facilities is the only means of alleviating the problem. The mere lack of facilities has not served as a serious deterrent to the influx of people seeking access to the beaches in other areas along the Oregon and Washington coasts.

We feel certain that the less accessible areas, such as Reeds End, have been spared only because the recreational demand has not flooded nearby areas, but that this situation will change within a few years on the basis of present increase of population and traffic.

The June 3 item, number 2, regarding an alternate, site concerns a location which our staff studied last year as a possible alternate to the Nittleman tract. It was rejected because of a bad access situation (the direct access by way of a private road about one-quarter mile long or by only partially developed public roadways through the built-up area for a like distance); rough topography; and its location at the top of a cliff about 30 feet above the beach. The latter situation we have avoided wherever possible due to difficulty aged or infirm people have in use of stairways or steep ramps.

Sewage disposal is always considered in selection of a park, rest area, or beach access and is cared for on the basis of conditions found at the site. When necessary, we are using "package treatment plants" which produce a completely treated effluent and may be used in virtually any situation. We cannot forecast what the circumstances at Reeds End might be at the time development is undertaken, but appropriate design would be used to avoid any danger to public health.

If you wish anything further on this, please let me know.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor B. Wolfe
David G. Talbot

(Wyatt's original letters returned)

LPS:ajw fn

THEODORE M. SWETT
Hilltop Drive, Roads End
Rt. 1, Box 344, Otis, Oregon 97368

June 13, 1968

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

The Honorable Wendell Wyatt
Member of Congress
Washington, D.C.

Dear Mr. Wyatt:

The residents of Roads End, and particularly our Committee, are grateful for your attention to our concern over the projected beach access park here. And we thank you for the Bureau of Outdoor Recreation information concerning the mechanics of the grant.

We want to make our position clear on one point. We are not opposed to the public's right to the beaches. We simply say this is not a logical or workable place. And we think our reasons are valid, not just a selfish "elsewhere" attitude.

May we delineate further these points:

1. As an alternative, some have mentioned the North end of the "Indian Lands"(previous letter). If there are obstacles there, we suggest, as examples, N. 14th St. in Lincoln City, the property now occupied by the old Henry's Beach Cottages, plus the corner lot just east. It would have City water (if a site is chosen at Roads End, our water rates will increase). And it will have City sewers (no dangerous health problem). There is another site on N. Harbor Ave. between 16th & 17th. The fact that these sites are nearer to the D River park is of no moment. I am sure the Department sees no intrinsic merit in having the sites exactly equi-distant from each other. Lincoln City is where Highway 101 is, where restaurants, gas stations, pharmacies, bakeries, gifts shops, groceries, amusements, etc. are. It's where the people are.

2. I mentioned in my previous letter that the seldom-used grocery next to Nittleman's property is for sale. Today there is a large "sandwich" sign outside the store advertising "Hamburgers, Hot Dogs, Beer.." So, in despair we say, - if we must have the park, the store site should be purchased and made a part of the beach access.

3. Mr. Cooper admits that Roads End is served by one narrow road unfit to accommodate the parking demand made upon it now. The establishment of a park area, far from alleviating the problem, will only compound it. The access will bring more traffic, many will seek more private spots, and ALL will surely drive to the end of the road before turning around to get out.

It is too bad that at the beginning we could not have sat down and talked this whole thing over with the Department. The policy of no citizens' recourse was set probably because ti was thought there would be too many complaints. But, if there have been 140 sites recently announced, there seems to have been no problem, - except at Roads End, a definitely singular situation. Although we had no hearing, we do know that the Department has given considerate study to our plea. I am therefore sending copies of this letter to Messrs. Cooper, Shaw and Talbot.

Respectfully yours,

Theodore M. Swett

THEODORE M. SWETT
Hilltop Drive, Roads End
Rt. 1, Box 344, Otis, Oregon 97368

June 3, 1968

.7283

The Honorable Wendell Wyatt
Member of Congress
Washington, D.C.

Dear Mr. Wyatt:

Thank you for your letters of May 23 and May 27 concerning the proposed beach access at Roads End. I appreciated the fact that Mr. Forrest Cooper wrote you such a detailed letter. I may add that I, too, have received well-reasoned letters from Lloyd Shaw, Assistant to Mr. Cooper, and from David Talbot, State Parks Superintendant.

May I make three more points which I consider important:

1. There is a little grocery store right next to the property being purchased. It has a beer license and a take-out restaurant license (never used), and an adjoining lot for possible expansion. I have lived here 3½ years, have driven along Logan Road hundreds of times, and have never yet seen the store open. It is, however, open at times during the summer, certainly long enough to keep the "use" in force. If a beach access park goes in, the grocery and restaurant will open. It has now been advertised for sale. This comes just when we expect to vote Roads End as an R-1 zone next month. (If we must have the beach access, we think the State should purchase the store property.)

2. Mr. Cooper states that the Mittleman site is the only one available in the area. We wonder about the unused, undeveloped section at the north end of the "Indian Lands" just south of Roads End. There is a road to it, an access already in force, no structures involved, and a possibility of obtaining city water and sewage. (This property is just a few hundred yards south of Mittleman's site.)

3. I trust the matter of sewage has been considered. This is an area of damp homes. Others expect to build homes on lots bought for that purpose. A much-used beach access toilet facility is likely to create too dangerous a problem. All drainage goes on to the beach.

I shall send a copy of this letter to Messrs. Cooper, Shaw and Talbot for their consideration of these points.

One thing I want to add. I think you should know that I and our committee represent what amounts to a 324 to 2 proportion of the Roads End residents and property owners. We thank you for your concern for our welfare.

Respectfully,

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JUN 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FLOYD QUERY, SECRETARY
SALEM
21-3795
7603

COMMISSIONERS
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FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON 97501

July 5, 1968

MEMORANDUM TO FORREST COOPER

In answer to your memorandum on the Roads End beach access, it seems to me that the Commission is in a position of having to back up staff recommendations or we are going to find ourselves handling a lot of details for which the staff will not take the responsibility. If we fold up on this one, we are going to find the same pressures being exerted by the residents adjacent to the alternate location.

We gave the staff a policy outline involving the development of beach access every three miles so that the problem of access to sanitary facilities, parking, etc. would be solved. The Mittleman property fits this guidline.

Beach property has a high turnover, with average ownership lasting about three years, and since this is going to be a permanent installation it is possible that subsequent owners may be more favorable to the presence of this type of development. I think it all depends on how attractive we make the access areas. If the development fits the environment or is even more attractive than the present surroundings, much of the opposition will disappear.

Unfortunately, this is the first one in a populated area and there is no basis on which the opponents can make an evaluation.

If we continue to back up on matters of this kind, we are giving public notice that anyone dissatisfied with a decision of the Commission merely has to see the Governor. We have too much of this already.

I have not been able to get in touch with Fred Hill but I did talk to Bruno, who feels as I do, namely, that we made a decision and should, by all means, stick with it.

Glenn L. Jackson

GLJ/msg

NOTED
FORREST COOPER

21-3775
.07603

A

SUGGESTED DRAFT FOR MR. COOPER
June 25, 1968

Re: Roads End Beach Access

The recent suggestion of a shift from a beach access at Roads End to one on the "Indian Land" abutting the Roads End community on the south would place that development on a site which was studied and rejected about one year ago.

Both areas were considered in detail and the "Mittleman" site was chosen because it included fewer adverse conditions than the alternate. Factors which were against the southerly location were:

(1) . Its location between the north end of the beach and a site already acquired at D River is one-half mile too far south to provide minimum walking distance to all points on the beach.

(2) Access is available by public roadways only through the Roads End development and includes about one-quarter mile of very poor streets and several right-angle turns. The shortest alternate access would require purchase of right of way and construction of approximately one-quarter mile of roadway. The roadway would have a gradient of 11½ percent.

(3) The terrain at the development site is rough, being cut by three minor drainages. Grading costs would exceed those at the "Mittleman" site.

Mailed to Jackson 7-2-68
with note - "Please advise me"

NOTED
FORREST COOPER

(4) The development site would be graded at approximate elevation 50 and would require a trail from the parking area to the beach on about a ten percent gradient.

This is a situation which we have avoided wherever possible. Design is made to accommodate the physically handicapped and gradients on trails are held to a minimum.

(5) Development on the "Indian Land" would only partly isolate the parking area from developed land. The northerly boundary of the parking area would abut present development at the southerly limit of Roads End.

The estimated value of an area equal to the Mittleman and three adjoining small tracts exceeds the total appraised value of the latter by $11,000. Added cost of roadway would be approximately $13,000 and extra grading cost would approximate $3,500.

To recapitulate: added costs of approximately $27,000; inferior location; steep gradient on the access roadway; steep gradient on trail to the beach; and failure to remove the proposed development from existing Roads End make this alternate site a poor second choice to the Mittleman area.

LPS:ajw

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JUN 11 1968

21-3725
7403

June 10, 1968

ATTACH.

The Honorable Vendall Wyatt
Member of Congress
1227 Longworth House Office Building
Washington, D. C. 20515

Dear Vandell:

Thank you for advising me of Mrs. Alice M. Lee's letter regarding her objections to the Reads End beach access proposal. Mrs. Lee also favored Governor McCall with a similar letter.

Mrs. Lee's suggestion of a site further south would at best remove the proposed parking area from her neighborhood and place it on the southerly boundary of presently developed land occupied by others.

The roadway to which she refers is privately owned and its use as a public street would require purchase of one-third mile of right-of-way, construction of that length of adequate paved road, and serious conflict with two homes fronting on that road. One home would probably have to be removed due to its close proximity to the present narrow roadway. The site near the beach is rough, being cut by three drainages, and is about 30 feet in elevation above the beach.

Our beach access sites have been selected to provide access such that any point on the beach will be no more than one and one half miles distant from a parking area. Mrs. Lee's proposal is one-half mile too far south to meet this condition. Also, development to favor access to the beach by physically handicapped persons would be virtually ruled out by the height of development above the beach.

The area she proposes was thoroughly examined and given consideration as an access development more than a year ago but was rejected in favor of the so-called "Mittleman"

trust because of the former's poor location; rough terrain and consequent high cost of development; lack of a suitable public road system as access; and its location at the top of a 50-foot cliff.

Kindest regards.

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot

LPS:ajw jko

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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PENDLETON

BOARD OF
JUN 21 1968

Marine
Parks
Sec

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 24, 1968

Mrs. A. M. Lee
Box 1232
Lincoln City, Oregon 97367

Roads End
Beach

Dear Mrs. Lee:

We were sorry to learn of your disagreement with the State's decision to secure a beach access area in the Roads End area. Convenient access to Oregon beaches is one of the Highway Department's responsibilities, and our studies indicate that free and safe access to the Roads End beach area would be very difficult in the years ahead if adequate lands are not secured.

From our experience, a properly planned parking area is a great deal more safe than the on-street parking which now occurs and which, in our judgment, will greatly increase in the years ahead.

Very truly yours,

David G. Talbot

David G. Talbot
State Parks Superintendent

DGT:al

bc: Lloyd P. Shaw w/copy

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I[illegible] TO HIGHWAY May 23, 1968
5/23/68
.7248

Governor Mc Call —

I have a beach front home 400 feet south of the Mittleman property where the State Highway Department proposes putting a park. I don't like this project. The Roads End Community is basically a retired people's haven and if cars and motorcycles are going to be roaring up and down narrow Logan Road on weekends and all summer, we old ones will not be able to get out to shop, or even go to church on Sunday without endangering our lives.

At the north end of the Indian land there is a street cutting down from Logan Road with a good access to the beach. Let the State buy six acres of this land for a park. It is closer to the shopping center, the bright lights and the noisy entertainments visitors seem to prefer. Merchants will like this better, and we will be spared our cherished peace and quiet, and maybe some of our lives.

Thank you.

Alice M. Lee
Ocean & Main
Roads End

NOTED
LLOYD P. SHAW
MAY 23 1968

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON 25, D.C.

G26

MAY 29 1968

Hon. Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in further reply to your letter of May 13 regarding a grant of funds to the Oregon State Highway Department for the development of a public beach access park at Roads End near Otis, project number 36-00120.

As requested, we are forwarding a copy of the award announcement.

In order for funds to be transferred from this project for the development of a different beach access park it would be necessary that the State of Oregon request and justify the withdrawal of the previously approved project. The new project, to be eligible, must be sponsored by the State of Oregon or other eligible recipient (political subdivisions or public agencies), be in accord with the Statewide Comprehensive Outdoor Recreation Plan, and be recommended by the State Liaison Officer. The State Liaison Officer, designated by the Governor, has the initial responsibility of determining project eligibility, priority need and the order of Fund assistance.

Governor McCall has designated Mr. Forrest Cooper, State Highway Engineer, as Oregon's Liaison Officer. His address is State Highway Department, Salem, Oregon 97301.

Mr. Cooper will be happy to answer any questions concerning the requirements of the Fund program and the priority established by the Statewide Comprehensive Outdoor Recreation Plan for the project you indicate.

We hope this information responds adequately to your inquiry; and if we may be of additional service, please let us know.

Sincerely yours,

EDWARD C. CRAFTS, Director

By: (SGD) HARRY W. RICE

Acting

Enclosure
cc:
Regional Director, Pacific Northwest Region (2)

RECEIVED
MAY 31 1968
FOR FILING

21-3775
7603

May 31, 1968

AIRMAIL

The Honorable Vandall Wyatt
Member of Congress
1227 Longworth House Office Building
Washington, D. C. 20515

Dear Vandall:

Reference is made to my letter of May 24 concerning our proposed beach access at Rands End.

In the fourth paragraph on the second page, we referred to our procedures with the Bureau of Outdoor Recreation in regard to the Rands End site. We inadvertently stated that "A total of 40 projects from all levels of government in Oregon have received federal approval." The correct number of approved projects is 140.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David C. Talbot

LPS:ajw jko

RECEIVED
MAY 24 1968
FOR FILING

21-3795
7603

May 24, 1968

AIRMAIL

The Honorable Vandell Wyatt
Member of Congress
1227 Longworth House Office Building
Washington, D. C. 20515

Dear Vandell:

I have your note of May 13 and the attached letter from Theodore H. Swett having to do with beach access at Reads End.

The Highway Commission has authorized a program of acquiring land where installation of parking areas, construction of appropriate sanitation facilities, and suitable accesses for pedestrians to reach the beaches, can be accomplished with the greatest benefit to the public.

The plan is not merely one of providing footpaths connecting streets with the beaches. It provides a means to keep these streets reasonably free of parked vehicles leaving the roadways clear to accomodate traffic as they should. The plan provides comfort stations for the public and thus minimizes sanitation problems. It also provides for landscaping the areas selected, to the end that they will be attractive and a credit to the surrounding development.

The Highway Commission's beach access plan also is aimed at making available to the general public the areas which the "Ox West" law reserved for public use. Loss of access has been realized on the Atlantic coast and to a great extent in California by unbroken private ownership of the lands fronting the ocean. This process has already begun in Oregon. The Siletz sandspit has been very effectively barred to those not possessing a fee in the adjacent upland, or who are unable to walk two or more miles from the nearest public access. The roadways leading onto the spit are privately owned and are restricted to authorized persons by a guard stationed near the system's connection to the Oregon Coast Highway.

As for the Swett letter and its questions: the area at Reads End was selected because it is located at the midpoint of a two and one-half mile section of beach which is served by a narrow street

system unfit to accommodate the parking demand that is already being felt. The beach south of the Roads End section will be served by a site which has been obtained at D River in Lincoln City (three miles south of the Roads End location).

The Roads End proposal is the only site fronting the two and one-half mile section of beach southerly of the headlands at Salmon River, which is favorable for development as a beach access. Development here would disturb fewer existing homes than at other locations. The area is in four ownerships, three of which are vacant properties. Roughly one-half is held by Harry Mittleman and because it is the key property, he was contacted first in regard to its sale.

As with many of our recent park property acquisitions, the entire area was programmed with the Bureau of Outdoor Recreation for 50 percent grant-in-aid toward purchase. The $100,000 grant-in-aid covers all four properties and is based on an estimated (probably on the generous side) cost. Reimbursement in federal funds would be one-half of the actual purchase price. Two staff appraisals have been made on the Mittleman tract and a fee appraiser is making an independent appraisal as a check.

Procedures with the Bureau of Outdoor Recreation in regard to the Roads End site have been completely routine; 33 state projects have been similarly approved. A total of 40 projects from all levels of government in Oregon have received federal approval.

Governor McCall's coast residence is only a figurative stone's throw from the proposed project. He has stood fast in its favor. The Highway Commission is thoroughly informed of the entire matter and recently, after a complete review, reaffirmed its previous decision to proceed.

Copies of letters to Mr. Swett from David Talbot, State Parks Superintendent, and Lloyd Shaw, Assistant State Highway Engineer, are enclosed for your information. We are also returning your correspondence, as requested.

We will be glad to provide you with any further information you may request.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosures

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David C. Talbot

LPS:ajw jko

.7194

THEODORE M. SWETT
Hilltop Drive, Roads End
Rt. 1, Box 344, Otis, Oregon 97368

May 7, 1968

REFERRED TO Shaw BY DEPUTY STATE HIGHWAY ENGINEER
DRAFT PLEASE

The Honorable Wendell Wyatt
United States Congressman
Washington, D.C.

Dear My Wyatt:

Your assistant, L. Stenley Kemp, was kind enough to answer for you, in your absence, concerning a proposed beach access park at Roads End which we strongly oppose. We mailed out 300 letters, received back 263 answers, 262 opposed to the project, only 1 favoring it. At two to a household, that represents 524 to 2 people!

Before appearing before the State Highway Commission we wanted to know if such would be useless. Mr. Komp advised us that the matter had not yet been settled, getting his information from Forrest Cooper of the Highway Department. And we also asked Floyd Query, secretary to the Commission. He also assured us. But when we appeared in Salem on April 23, we were told the matter had been settled, and that we as citizens had no recourse. (Later, I did receive a letter from Mr. Glenn Jackson apologizing for encouraging us to appear.)

At this point our citizens' committee asks that you give us some information. The first inkling of the matter was an announcement in the papers, from your office, that $100,000. was to come from the Bureau of Outdoor Recreation of the Department of Interior, specifically for the Mittleman site.

What we want to know is this: Did the Oregon State Highway Department, in accordance with federal funds available, notify you that it had picked the property of multi-millionaire Mittleman? Or was it handled in some other manner? Is this the only federal grant for Oregon in this program? Have others been announced? If this one should be abandoned, could not some other area be allocated this money?

It will help us to know these facts in order that we ~~hmx~~ fullfill our obligation to our neighbors.

Respectfully yours,

RECEIVED
MAY 24 1968
COMMISSIONERS
FOR FILING
GLENN O. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

21-3795
7603

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 22, 1968

Mr. Theodore M. Svett
Hilltop Drive, Roads End
Route 1 Box 344
Otis, Oregon 97368

Dear Mr. Svett:

In reply to your letter of May 18, about all I can say is that the State Highway Commission, as you have been informed, is proceeding with the Roads End project.

While we in no way doubt the sincerity of your group's concern, I am sure you will also understand that we have a job to do in providing adequate and permanent access to the public beaches. As has been expressed before, you and your group may be sure that whatever improvements might be made by the State in the years ahead will be done in the best taste and, as indicated by our previous experience, will become an asset to your area.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:al

bc: Lloyd P. Shaw w/copy

NOTED
LLOYD P. SHAW

RECEIVED
MAY 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

May 18, 1968

Mr. David G. Talbot
State Parks Superintendant
Salem, Oregon

Dear Mr. Talbot:

I thank you for your prompt reply and map indicating general areas which are being considered for beach accesses. We are pleased that the list is tentative and subject to change; and further, that it designates no specific site as just newly purchased.

Our committee feels that we probably should have talked with you in the first instance, long before our appearance before the Commission. Since the program is sensibly and understandably flexible, and since the federal money allotted to the Mittleman site is returnable and probably later available for another site, we beg you to listen to our plea.

1. Roads End is a closely-knit neighborhood of <u>family</u> homes. We are trying to keep it that way. Tourism, yes, - but not to the deterioration of American home life.

2. Roads End is peculiarly located along narrow, dead-end Logan Road. Part of it is 26', part 18'. Widening would cause expense and problems, because some property now encroaches upon the right-of-way. Our experience <u>now</u> is that almost <u>everyone</u> who uses the five existing beach accesses here, invariably, before going home, <u>drives</u> to the <u>end</u> of Logan Road, then back out! It creates a most dangerous traffic problem NOW on week-ends.

3. While some say that a beach access will not change the character of the neighborhood, or that we can "learn to live with it", there is another disheartening aspect. There is one little grocery store at Roads End. I have lived here 3½ years, and have never yet seen it open! I do understand that it is open at times during the summer, enough to keep the "use" in force. But, further, it has a beer license, and, we understand, a restaurant license, - never used. If a beach <u>access</u> is placed <u>right next to it</u>, it will open, and the access will become a park for eating and drinking.

4. Since last Fall we have been working on zoning Roads End for single-family residences only. Monday night is the meeting to set up the election date. The beach access project has hurt us, and is taken as an affront to our democratic efforts to build up this little community.

Can you give us any encouragement? With 200 sites to be selected, could not Roours at least be postponed to be the last, if it is needed at that time? In a letter I received last week from Wndell Wyatt (and one from Hatfield) I gather the State Highway Department choses the sites. That being so, and since the Mittleman property has not yet been purchased, we hope it can be dropped.

Roads End residents understandably are puzzled at the refusals to hear a cause which has such unamimous approval. You know we mailed 300 letters, asking for a postcard return. 262 wrote back opposing the beach access; only 1 favored it. At 2 to a household, that's 524 to 2. That explains the continued activity and interest. And that is why our neighbors query and appeal to us every day. Nowhere along the Oregon Coadt will you find stronger feeling. At first it was numbness, then heartbreak, now determination.

We hope we may hear good news from you.

Sincerely yours,

THEODORE M. SWETT
Hilltop Drive, Roads End
Rt. 1, Bo 344, Otis, Oregon 97368

May 11, 1968

Mr. David Talbot
Director of State Parks
Salem, Oregon

Dear Mr. Talbot:

I enclose a copy of the petition we presented to the Oregon State Highway commission on April 23, opposing a proposed beach access park at Roads End. I hope you will read it.

Naturally, the homeowners here are heartbroken at the Commission's decision. (We sent out 300 letters asking for a postcard reply, and we received 263 answers. 262 opposed the beach access; only 1 favored it. At two people to a household, that represents a 524 to 2 result. We did not even notify Governor McCall of our effort; he will, of course, be directly affected by the park since his legal residence overlooks the spot.)

We sympathize with the manifold difficulties attendant upon your execution of this vast program. But we feel it would not be harmed if a beach access in this area were placed a short distance away from the center of our neighborhood of single-family homes. Further, we feel you would not have legitimate objections elsewhere, since there are only a few sections along the Coast exclusively populated by homes, such as Roads End, Salishan, Gearhart and Neskowin, with Roads End presenting inherantly unique problems.

We are still hoping against hope for some relief. I received letters from Senator Hatfield and Congressman Wyatt in which they state that the federal grant was for that specific piece of property belonging to multi-millionaire Harry Mittleman, but that if it was not used, it was subject to return; that another grant could be obtained for another piece elsewhere.

The beach access program evidently calls for 200 sites along the Coast. But we realize you are not spacing the parks 1½ miles apart. We believe there are other sites near here, more easily adaptable and accessible, and located where the traffic and tourists are. With such an ambitious program, started many months ago, we assume dozens of other sites have been selected. Would you tell us where they are located.

May we hear from you. Thank you.

Sincerely yours,

Ted Swett

March 11, 1968

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
Salem, Oregon

Sir:

We, the undersigned homeowners at Roads End, Oregon, respectfully petition the State Highway Commission not to authorize a public beach acess park at Roads End, for the following reasons:

1. As part of the Area Development program for Lincoln County, and in accordance with the previously projected plan of the Lincoln County Planning Commission, the residents of Roads End, at a Planning Commission meeting last November, concluded, without a dissenting voice, to vote Roads End as an R-1 zone, that is, single-family residences only. The Commission is expected to hold the election with the next 90 days.

2. Roads End is an isolated, off-the-main-highway, strictly residential neighborhood, made up of approximately 250 homes, about 75 of which are occupied as permanent residences, the rest as week-end and summer homes of families, many with children. Enlightened planning always embraces residential needs in any comprehensive zoning plan. We feel it would be wrong to place a public beach access park in the center of a secluded neighborhood to be zoned exclusively for single-family private homes.

3. Roads End is located along one long two-lane dead-end road (Logan Road), away from all touring traffic. It is about 2 miles long, the last 1½ miles of which are a part of Roads End; and one must back-track to get back out on Highway 101. The homes are substantial, attractive, well-kept and constantly improved, evidencing prideful ownership. Roads End residents are contributors to and important factors in the economic growth and prosperity of all sectors of the North Lincoln County community.

4. There are at present 6 beach accesses along 2-lane dead-end Logan Road which see some beachcombers every day, and which handle scores every Saturday, Sunday and holiday. That is all this single road and residential neighborhood can accommodate. A large public beach access park as proposed would cause terrible traffic congestion and problems, and would be a danger to the many people, particularly to the children, crossing the one dead-end road to the beach.

5. We believe in access areas for use of the beaches by the public. But with other more accessible sites nearby, we think it is wrong to place a public beach access park in the center of a strictly residential neighborhood reached only by a 2-mile detour. To place such now at Roads End would be to deny the citizens their right to proceed in accordance with the program and procedure set by the Lincoln County Planning Commission and the University of Oregon Municipal Research facility. Accesses elsewhere can easily be found at many points along the Oregon Coast, all more convenient for tourists.

For the above reasons we beg the Oregon State Highway Commission to consider our plea and act upon it favorably.

Respectfully,

Theodore M. Swett — Citizens' Committee — Sumner V. Williams

RECEIVED
MAY 17 1968

21-3795
7603

May 17, 1968

Mr. Theodore M. Swett
Hilltop Drive, Roads End
Route 1, Box 344
Otis, Oregon 97368

Dear Mr. Swett:

Mr. Jackson has directed your April 30 letter to me for reply and further explanation of the Highway Department's planning for the beach accesses.

The growth of population, increase in leisure time, and the mobility of people in our state are leading relentlessly to parking and sanitation problems at all popular recreational sites. The beach areas have always been one of the chief recreational attractions to both our own residents and to visitors from other states, and the strain on accommodations is already apparent. The impact of thousands of automobiles carrying still greater numbers of people to coastal communities which are not prepared to provide off-street parking and sanitary accommodations has already caused great concern, yet the full weight of numbers has not been approached. This is still to come and it will affect every beach area served by a public road.

The alternate to local streets glutted with parked vehicles and overtaxed sanitary facilities or lacking those facilities, defilement of areas providing any small degree of seclusion, is to prepare to accommodate the vehicles and people with adequate areas designed for that purpose.

The degree to which parking and comfort stations will accomplish the tasks for which they are intended depends largely on their being designed and constructed for adequate capacity. Anything short of adequacy will fail to keep the local streets reasonably clear of parked vehicles and will invite further sanitary problems. These are the reasons for obtaining areas of several acres.

There are technical problems involved in facilities of the type being considered: traffic flow, water supply, and sewage disposal. These vary from site to site and all are considered in determining both location and acreage.

As to appearance, I have read objections to the beach access facilities now planned by the State on grounds that such a facility would be an unsightly morass of pop bottles, picnic litter, and filth. State parks and rest areas--Boiler Bay and Rocky Creek on the coast, for example; and Siskiyou, Cow Creek, and Baldock Rest Areas on Interstate 5, all refute those arguments. The Oregon State Highway Department has a record of constructing and maintaining both parks and rest areas which are on a par with, or are superior to, those of any other state in the nation both as to appearance and as to cleanliness.

The areas are not being designed as plain stretches of asphalt from property line to property line. They are to include landscaping which in areas such as Roads End, should be as extensive as possible in order to provide the most pleasing appearance. Curtailment of the area in Roads End would, first of all, remove the possibility of construction for best appearance and secondly, would compound the problems of sewage disposal and parking.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Glenn L. Jackson
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot
G. E. Rohde
Frank McKinney
Robert Gormsen

THEODORE M. SWETT
Hilltop Drive, Roads End
Rt. 1, Box 344, Otis, Oregon 97368

RECEIVED
MAY 2 1968
FICE OF

April 30, 1968

Mr. Glenn L. Jackson
Medford, Oregon

Dear Mr. Jackson:

Our committee is grateful for your letter of April 26. It absolves us from what may have been considered a poor showing for our 562 to 2 supporters.

We are heartbroken, and our homes are figuratively at half-mast. But we take our defeat in good grace, however much we may believe that you would not have been faced with similar problems elsewhere. We think only Salishan and Neskowin are comparable cases, with our situation further unique on many scores. We cannot believe it was the intent of the Legislature to place 200 (!) beach accesses along the coast wherever sites might be found, even if they destroyed residential areas.

At least, we appreciate the limits being placed upon our project. Accordingly, we hope that the Highway Commission, - if it must have a beach access here rather than a few hundred yards away from the center of residences, - will minimize its size. We have a Highway Department map indicating the Mittleman property as "area to be acquired", with a 30' piece to the north labeled "under consideration". This latter strip is un-usable, since a stream of water runs through it on to the beach. Then there is a 140' lot to the north of it. To utilize all three would make the access huge; - narrow dead-end Logan Road simply won't be able to handle it. We hope that you will use only the Mittleman property or the 140' lot, - not both.

In any event, our poor Governor, whose legal residence directly overlooks the area, will have to suffer the headlights, the horns, the noise, etc.. (We kept the Governor completely out of our effort, never notified him of it until after the April 23 meeting. We do believe, however, that he favors the coming R-1 zoning.)

Again, thank for your letter. And, in all good humor, please understand this personal plea; in a program without citizen recourse, we know no alternative.

Sincerely yours,

Handed To Mr. Shaw
by Mr. Jackson
5-2-68

FORM S-123X 50 M 9-67

RECEIVED
COMMISSIONERS
MAY 20 1968

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

21-3725
7603

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 16, 1968

Mr. Keesler Cannon
Executive Secretary
Committee on Natural Resources
207 Oregon State Capitol
Salem, Oregon 97310

Dear Kees:

Enclosed are the materials you sent me regarding the reported beach access in the Roads End area.

As nearly as we can tell, this is nothing more than a 40'-wide road easement for private purposes. If it was a public right-of-way, it would, at best, be considered a pedestrian way to the beach.

In our opinion, it in no way helps to solve the long-range beach access problem at Roads End.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:el

Enclosures

NOTED
LLOYD P. SHAW

RECEIVED
MAY 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Register of delegates from 11:30 a.m. delegation at April 23 meeting re the new bridge across the Willamette River to replace the Wheatland Ferry.

Spokesmen:

Hon. Carl Francis, Yamhill County District Judge, Courthouse, McMinnville, Oregon, 97128

Mr. Robert Earl, 1550 East 17th Avenue, McMinnville, Oregon 97128

Mr. A. J. (Pete) Beall, 702 Yamhill, McMinnville, Oregon 97128

Present but did not speak:

Hon. Pat McCarthy, Marion County Commissioner, Courthouse, Salem, Oregon 97301

Mr. Ted Kuenzi, Acting Director of Public Works, Marion County Board of Commissioners, Courthouse, Salem, 97301

Mr. Homer Ross, 105 North Ford, McMinnville, Oregon 97128

Mr. David Haugeberg, 525 4th Street, McMinnville, Oregon 97128

Mr. Leonard Gilliam, 921 Yamhill, McMinnville, Oregon 97128

Mr. Joe Dancer, City Manager of McMinnville, City Hall, McMinnville, Oregon 97128

Mr. Gale Vinton, 717 Yamhill, McMinnville, Oregon 97128

Hon. Harold Lewis, State Representative, 1147 South Davis Street, McMinnville, Oregon 97128

Hon. Morris Majors, Yamhill County Commissioner, Courthouse, McMinnville, Oregon 97128

Mr. J. H. Stanard, 326 6th Street, McMinnville, Oregon 97128

Mr. G. Shumway, Route 1, Box 55, McMinnville, Oregon 97128

Hon. C. N. Teegarden, County Judge, Yamhill County, Courthouse, McMinnville, Oregon 97128

Hon. Rudolph A. Schaad, Yamhill County Commissioner, Courthouse, McMinnville, Oregon 97128

Mr. Harold Burch, 1825 North Galloway, McMinnville, Oregon 97128

Mr. L. Flomer

Mr. A. J. Conroy

Register of delegates from 10:30 a.m. delegation at April 23 Commission meeting re a public beach access on the Harry Mittleman property along Logan Road in the community of Roads End.

Mr. Theodore Swett, Logan Road, Roads End, Oregon (spokesman)

Mr. Sumner W. Williams, Columbia Avenue, Roads End, Oregon

Mr. Wilbur Day, Second and Columbia, Roads End, Oregon

Mr. Donn D. DeBernardi, Forest Lake Park, Lincoln City, Oregon 97367

Mr. William Hudleson, 1st and Pacific, Roads End, Oregon

RECEIVED
APR 26 1968
FOR FILING

Cross Referenced To:
Adm
Ass't Engr
Engr
Land
Roads End

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1968

21-3795
7603

To: MEMO TO FILE

SUBJECT:

On this date, I discussed with the Highway Commission the acquisition of the Mittleman property and adjoining tracts at Roads End for parking area and beach access.

It was the instruction of the Commission to proceed forthwith to acquire the Mittleman tract and, if feasible, the adjoining properties.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot

RECEIVED
MAY 31 1968

F-2.1-3795

STATE HIGHWAY COMMISSION MEETING

Cross Referenced To:
Albee
Patterson
Inverness

7603

Delegation Mr. Theodore M. Swett, Otis, opposing a public beach access on the Harvey Mittleman property along Logan Road in the community of Roads End.

Date April 23, 1968

Time 10:30 a.m.

Name	City or Town	Capacity
Mr. Theodore Swett		Logan Road, Roads End
Sumner Williams		Columbia Avenue, Roads End
Wilbur Day		2nd & Columbia, Roads End
Donn D. Debernardi		Forest Lake Park, Inverness Line City Decanbaker
Wm. Hudgeson		1st & Pacific, Roads End

DISCARDED
MAR 2 - 1968
FOR FILING

Cross Referenced To:
Ltr
Petition
Lincoln

2143795
7663

March 11, 1968

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
Salem, Oregon

Sir:

We, the undersigned homeowners at Roads End, Oregon, respectfully petition the State Highway Commission not to authorize a public beach acess park at Roads End, for the following reasons:

1. As part of the Area Development program for Lincoln County, and in accordance with the previously projected plan of the Lincoln County Planning Commission, the residents of Roads End, at a Planning Commission meeting last November, concluded, without a dissenting voice, to vote Roads End as an R-1 zone, that is, single-family residences only. The Commission is expected to hold the election with* the next 90 days.

2. Roads End is an isolated, off-the-main-highway, strictly residential neighborhood, made up of approximately 250 homes, about 75 of which are occupied as permanent residences, the rest as week-end and summer homes of families, many with children. Enlightened planning always embraces residential needs in any comprehensive zoning plan. We feel it would be wrong to place a public beach access park in the center of a secluded neighborhood to be zoned exclusively for single-family private homes.

3. Roads End is located along one long two-lane dead-end road (Logan Road), away from all touring traffic. It is about 2 miles long, the last 1½ miles of which are a part of Roads End; and one must back-track to get back out on Highway 101. The homes are substantial, attractive, well-kept and constantly improved, evidencing prideful ownership. Roads End residents are contributors to and important factors in the economic growth and prosperity of all sectors of the North Lincoln County community.

4. There are at present 6 beach accesses along 2-lane dead-end Logan Road which see some beachcombers every day, and which handle scores every Saturday, Sunday and holiday. That is all this single road and residential neighborhood can accommodate. A large public beach access park as proposed would cause terrible traffic congestion and problems, and would be a danger to the many people, particularly to the children, crossing the one dead-end road to the beach.

5. We believe in access areas for use of the beaches by the public. But with other more accessible sites nearby, we think it is wrong to place a public beach access park in the center of a strictly residential neighborhood reached only by a 2-mile detour. To place such now at Roads End would be to deny the citizens their right to proceed in accordance with the program and procedure set by the Lincoln County Planning Commission and the University of Oregon Municipal Research facility. Accesses elsewhere can easily be found at many points along the Oregon Coast, all more convenient for tourists.

For the above reasons we beg the Oregon State Highway Commission to consider our plea and act upon it favorably.

Respectfully,

Theodore M. Swett Sumner W. Williams

Citizens' Committee
Theodore M. Swett Sumner W. Williams

County Planning Commission, the residents of Roads End, [illegible] Planning Commission meeting last November, concluded, without a dissenting voice, to vote Roads End as an R-1 zone, that is, single-family residences only. The Commission is expected to hold the election with the next 90 days.

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For the above reasons we beg the Oregon State Highway Commission to consider our plea and act upon it favorably.

Respectfully,

Theodore M. Swett Sumner W. Williams

Citizens' Committee

Theodore M. Swett Sumner W. Williams

NOTED
FORREST COOPER

Robert A. Albright

Phillip N. Alexander

Frank Allhands

George Altig

R. K. Anderson

J. C. Anicker

Orlin R. Anson

Ray Archibald

W. D. Armstrong

Lewis H. Austin

Victor R. Backstrom

Glenn H. Bailey

Mrs. Paul E. Ballou

Mrs. M. E. Baltimore

Floyd Bates

Paul H. Baughman

W. W. Beebe

Maurice Beal

J. E. Beck

Robert S. Bell

John W. Bennett

I. C. Bens

E. C. Berg

Mrs. Lois Blackerby

James Blais

Farrell Blum

L. J. Blum

H. B. Boland

Mrs. Emily Brown

Mrs. Frances Brown

C. Blaine Brown

L. J. Brown

J. C. Brunton

Edgar Burke

Dr. Merle F. Brown

William B. Brown

C. S. Bush

Mrs. Rita Mae Campbell

C. G. Caughell

Leland H. Chin

Philip Christy

Robert L. Coffman

John Morton Coke

Mrs. Bryan H. Conley

Mrs. Pearl Costley

Robert G. Cowgill

Robert Coy

J. E. Crowe

Reed Cunningham

Mrs. Hazel Carstens

William C. Concannon

John Clark

P. G. Cline

Dr. R. A. Collver

J. Philip Cooke

Wilbur A. Cox

PACIFIC OCEAN

SECOND FOOTHILL'S ADDITIONS

FOOTHILL'S ADDITIONS

ROADS END

CONLEYS ADD'N TO ROADS END

FIRST ADD'N TO ROADS END

BARRIGAR CREST

NORWICKS ADD.

WECOMA BEACH

BRAEMAR

DEVILS LK. PARK

OCEANLAKE

RAYMOND

DELAKE (6M 62)

Camp Westwind

Salmon L.O.

Y.W.C.A.

D. M. HENDRICKS

D.N. HENDRICK

A.W. MORGAN

GUY FRASER

PEARL FRASER

U.S.

GEO. CLANCY

LOGAN TRACTS

J.B. PRAUTS

LEPHARD LAMAN

ROY STAFFORD

A.R. SWALLOW

E.C. WILLIAMS

THOS.

SPAULDING

ELMER CALKINS

ECKSON

CHURCH

P.E. BUTLER

P.M. FISCHER

JOS. DAVID

L.D. HARDIN

R.L. KIVETT

SMALL TRACTS

LLOYD CALKINS ET AL.

A.C. KIRTIS

ORVAL JOHNSON

G.T. ANDREWS

B. FISCHER

GEO. T. ANDREWS

DEVILS LAKE

101

PROPOSED ACQUISITION

ROADS END BEACH STATE WAYSIDE — 4.7 Acres

PROPOSED ACQUISITION

VICINITY MAP

Neskowin

Cascade Head

Lincoln City

Devils Lake State Parks

Rose Spit

Cape Perpetua Scenic Corridor Wayside

Kernville

Gleneden Beach

Lincoln Beach

Boiler Bay Wayside

Depoe Bay State Park

Depoe Bay

Valsetz

22

18

229

BOR 8-92
(Rev. Dec. 1965)

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Lincoln County)	Project Number 36-00120
Project Title Roads End State Wayside - Acquisition (O.P. 166)	
Period Covered by this Agreement 7/1/67 to 7/1/69	Project Period 7/1/67 to 7/1/69

Project Scope (Description of Project)

This project will consist of the acquisition by the Oregon State Highway Department of 4.70 acres± located in the County of Lincoln as further identified in the attached project proposal (by negotiation if possible and condemnation if necessary) in fee simple absolute. Easements or other reservations that are not consistent with the intent and purpose of this project, will not be granted to any person or organization.

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 200,000
Fund Support	50 %
Fund Amount	$ 100,000
Cost of this Stage	$ 200,000
Assistance this Stage	$ 100,000

Attachments

1. General Provisions (dated ~~December, 1965~~)
2.
3.
4.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project or project stage described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:

That this agreement is in accord with the approved project proposal number 36-00120 (O.P. 166) which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By A H Underhill
Assistant Director, Bureau of Outdoor Recreation
United States Department of the Interior

Date 8 Feb 1968

STATE

Oregon
(State)

By Lloyd P Shaw
(Signature)

Assistant State Highway Engineer
(Title)

FEB 13 1968

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

Shaw

REPLY REFER TO: 21-3775
G26
36-00120 7603

FEB 8 1968

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97301

Dear Mr. Cooper:

Oregon's acquisition project number 36-00120, Roads End Wayside, has been approved. The Land and Water Conservation Fund share is $100,000. A signed copy of the project agreement is enclosed.

We note that the three existing houses are to be removed after the property is acquired. Unless you elect to deduct the market value of the houses when the property is acquired, it will be necessary to credit the project with any proceeds realized from disposition of the structures.

Accept our best wishes for success in this project.

Sincerely yours,

A T Hunderhill
Assistant Director

Enclosure

Original
REFERRED TO
Wildey
By LLOYD P. SHAW
with agreement
2-19-68

RECEIVED
FEB 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Valid nationwide—$7 per year . . .
admits carload of people to all Federal areas

RECEIVED
JAN 15 1968

BP*23657-724

FOR FILING

21-372C
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1968

SUBJECT: File No. 42111
Mittleman
Roads End Section
Oregon Coast Highway
Lincoln County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Mr. Mittleman telephoned today, incidentally, as to why we did not follow up a previous call on him, at which time negotiations were opened for the purchase of his property at Roads End. It was explained to him, simply, that money for programming this and several other similarly situated parcels had been "put on the back burner" temporarily, pending availability of the necessary funds.

Mr. Mittleman stated that his principal reason for calling was to ascertain whether the State Highway Department intended to go ahead with the acquisition of the property; that he had other proposals from private interests who wished to develope the spot and wish to avoid making any commitments that would prove embarrassing, should the state come back into the picture and upset plans for financing and construction. He was told that the State intends to go through with its program of acquiring the property. He was reminded that we had more or less committed ourselves on a price range at which we would expect to deal; namely, between $85 and $90,000 but that he had failed to state a price level at which he would be interested.

I restated this as a suggested level, informing him at the same time that I did not have the appraisals before me but he said that was not the purpose of his call. He then stated that the price suggested was apparently based on what we would offer to someone in a distress situation; that this was not the case with him, that the money was of a secondary interest. He inquired if his willingness to defer payment "presumably over several years" would help matters. He was told that this writer was unfamiliar with any such arrangement that the State had entered into, that their purchases were for cash, and that we were more or less thus confined in our operations.

Mr. Mittleman then said that if the state were to acquire the property, he earnestly hoped that we could sit down and "open mindedly" work out something that would be harmonious with his affairs and, at the same time, be acceptable with the State Highway Department.

RECEIVED
JAN 11 1968
OFFICE OF

I promised to arrange a meeting with him at the earliest opportunity and will try at that time to elicit from him some concrete proposal so that we will know where we stand.

E. J. BENNER
District Supervisor
Right of Way

EJB/sm
cc. Lloyd P. Shaw
Lynn V. Kooms

RECEIVED
MAY 8 - 1968

FILE

21-3795
7603

SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1967

To: Mr. D. H. Mochring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: File No. 42111
Mittleman
Roads End Section
Oregon Coast Highway
Lincoln County

On Thursday, September 28th, pursuant to a memo by David G. Talbot, of the same date, the writer in company of Mr. LeRoy Edwards, of this office, called on Mr. Harry Mittleman, owner of the 3½ acre tract, identified by the above file number.

The purpose of our call was to elicit from Mr. Mittleman, if possible, some idea of what he would expect in consideration for the property, and in the process intimated to him that our idea of a fair price, as gained from a cursory inspection, should lie in the $80,000 to $90,000 range.

This statement appeared to amuse Mr. Mittleman somewhat, and he indicated that he had planned improving the property by construction of a multiple unit apartment house, resulting in an overall appraisal (on completion) of about $10.00 per square foot, for which the 3.2 acres would be in the neighborhood of $1,250,000.

He did indicate, however, that he would like to see the State get the property, and that if he were to accept a figure at all near the range we had suggested, that his acquiescence should not be attributed to his lack of knowledge of property values in the area.

Mr. Mittleman obviously is a very shrewd and financially powerful man and if the property is to be obtained at a reasonable price and without court action, it will only be because Mr. Mittleman likes the idea.

E. J. BENNER
District Supervisor
Right of Way

EJB:sm

cc: Lloyd Shaw
~~Dave Mochring~~
L. V. Koons
R. I. McCosh
Robert Wilder

RECEIVED
OCT 3 19
OFFICE
STATE HIGHWAY

SEP 29 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1967

211-3795
7603

To:

SUBJECT: Roads End Beach Access

MEMO TO THE FILES

Esthel Benner called September 22, 1967 to state that the owner of the larger tract (3 nice homes, 3½ acres) had contacted his office to discuss a possible sale. Benner has just completed a staff estimate on the project (no appraisals) and wanted to know if he should go ahead and try for an option at a reasonable price. On the assumption that later appraisals would support the option price and Commission approval could be secured, we would probably save a great deal of time and effort. I told him to proceed.

The federal-aid application for this project should be submitted as quickly as possible.

David G. Talbot
State Parks Superintendent

DGT:jbk

cc: Lloyd Shaw
Dave Moehring
L. V. Koons
R. I. McCosh
Esthel Benner
Robert Wilder

OK David Talbot

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Original copy returned to Esthel 9-29-67

LLOYD V. SHAW

RECEIVED
SEP 11 1967

Show

FOR FILING
21-3775
7603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1967

SUBJECT:

To:

Mr. David H. Moehring
Right of Way Engineer
B U I L D I N G

R/W File Nos. 42108, 42109,
42110, & 42111
Roads End State Wayside
Lincoln County
Prefix No. 21-2366

Attached is the Right of Way description package covering subject files with authority to negotiate; such authority limited to the obtaining of staff appraisals at this time.

L. V. Koons, Deputy
State Parks Superintendent

LVK:jbk

Attachment

cc: Paul Davies

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

322-1723 Scio (N.W. 1st Ave.) Section 1971
(Grading and paving)
#7604

CIA 1194 - 4-19-71

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Scio
P. O. Box 37
Scio, Oregon 97374
Attention of Mr. C. J. Thurston, Recorder

Request No. (assigned by staff engineer or head of division) cc 1290
Date February 1, 1972
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Project on N.W. First Avenue

Contract No. 7604

Covered by agreement dated April 12, 1971

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$1,890.00
		As per attached statement:		
		Final cost	20,918,48	
		State's agreed share	19,061.45	
		City's agreed share		1,857.03
		REFUND DUE CITY		$ 32.97

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $1,890.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
322-1410-295 ---
322-1723-295 $1,857.03

Submitted by: Gary E. Zehner

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date February 1, 1972

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7604 Prefix 322-1723 Survey Prefix 322-1410

Street N.W. 1st Avenue

City Scio

Payments to Contractor (see attached voucher)	$ 19,306.88
Engineering and Contingencies	1,611.63
Survey: Total $ 2,207.13 Prorated Share	—
TOTAL	20,918.48
Agreed State Share	19,061.45
*Agreed City Share	1,857.03
City Advance Deposit	1,890.00
Refund Due City	32.97

Reference: Outside Billing oc 1290

*Cost of Concrete Curbs: $1,857.03

RU

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: LINN | CONTRACT NO.: 7604

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: SC10 /N W 1ST AVENUE/

NO.	ITEMS		UNITS	UNIT PRICE	QUAN
001	9N GENERAL EXCAVATION		LUMP SUM	3900.0000	
004	9N 8-INCH SEWER PIPE		LIN FT	5.0000	
005	9N CONCRETE INLETS TYPE G-1		ONLY	185.0000	
006	9N CAPPING INLETS		ONLY	75.0000	
007	9N CONCRETE CURBS		LIN FT	1.8500	
008	9N EXTRA FOR ASPHALT WALKS		SQ YDS	3.0000	
009	9N ADJUSTING MANHOLES		ONLY	75.0000	
	PRICE AGREEMENT ITEMS				
30101	9N CL C AC 8-1/4IN THICK	DEL BI 263	SQ YDS	4.2730	
30201	9N CL C AC 8-1/4 IN THICK		SQ YD	4.2730	
30202	9N EXTRA FOR AC APPR		EACH	50.0000	

DATE: 12-8-71 ~~12-24-71~~ PG. 01 - 7604

PREVIOUS VOUCHER NO.: 21947

CHECKED BY: CP/sg

ENGINEER OR AUDITOR: Arthur Duffy

TOTAL CONTRAC

--% RETAINED ON CONTRAC

FORCE AC

TOTAL PA

	CONTRACT NO. 7604	ESTIMATE NO. 3 final	PREFIX NO'S. 322 1723 204 (41)	988.98 Dr.
	FEDERAL AID PROJECT NO.			

	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
OM	3900.0000	1.000	3900.00	3900.00	
	5.0000	104.000	520.00	520.00	
	185.0000	5.000	925.00	925.00	
	75.0000	5.000	375.00	375.00	
	1.8500	1,003.800	1857.03	1857.03	
	3.0000	70.140	210.42	210.42	
	75.0000	3.000	225.00	225.00	
	4.2730	2,587.410	11056.00	11056.00	
	4.273	32.390	138.40	138.40	
	50.0000	2.000	100.00	100.00	
TOTAL CONTRACT ITEMS			19306.85	19306.85	
-- % RETAINED ON CONTRACT ITEMS			--------	988.98	988.98
FORCE ACCOUNT					
TOTAL PAYMENTS			19,306.85	18,317.87	988.98

RECEIVED
DEC 16 1971
FOR FILING

322-1723

7604

December 15, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On December 8, 1971, we wrote to you concerning release of final payment of Contract No. 7604 awarded to Morse Bros., Inc., for work on N. W. 1st Avenue in the City of Scio in Linn County.

Final payment on this contract is $988.98 and the total contract amount is $19,304.85. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dv

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
J. B. Boyd

OREGON STATE HIGHWAY DIVISION — PROGRESS ESTIMA

12/08/71

SECTION SCIO /N W 1ST AVENUE

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [redacted]NN

SPECIFIED COMPLETION A) 30 CNB
B)
C)

CONTRACTOR MORSE BROS INC
LEBANON

AWARDED

EXTENSION

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	39000000	100000	390000	10000	350000
002	1 IN-0 AGGRE BASE 10 1/2IN THICK PA 1 SQ YDS	23500	2890000	679150		
003	CLASS C A C 3 IN THICK PA 1 SQ YDS	17000	2880000	489600		
004	8-INCH SEWER PIPE LIN FT	50000	130000	65000	10400	52000
005	CONCRETE INLETS TYPE G-1 ONLY	1850000	4000	74000	500	92500
006	CAPPING INLETS ONLY	750000	5000	37500	500	37500
007	CONCRETE CURBS LIN FT	18500	1020000	188700	10030	185703
008	EXTRA FOR ASPHALT WALKS SQ YDS	30000	80000	24000	7014	21042
009	ADJUSTING MANHOLES ONLY	750000	3000	22500	300	22500
010	ADJUSTING INLETS ONLY	750000	1000	7500		
	TOTALS FOR ORIG. CONTRACT			1977950		801245
	PRICE AGREEMENTS					
30101	CL C AC 8-1/4IN THICK DEL 81 263 SQ YDS	42730			25874	1105600

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E 498 (REV 5-69)

50 CND

AWARDED 07 02 71 F.A.P.

EXTENSION

APPROVED A) 32.5CND

USED B)

C)

CONTRACT NO. 7604

PREFIX 322 1723

ESTIMATE NO 003

FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

ROS INC

CORRECTED ESTIMATE		PERFORMED TO DATE 09/27/71		TO COMPLETE 09/27/71		GROUP POR Z	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	390000	100000	390000			9N		
						9N		
						9N		
104000	52000	104000	52000			9N		
5000	92500	5000	92500			9N		
5000	37500	5000	37500			9N		
1003800	185703	1003800	185703			9N		
70140	21042	70140	21042			9N		
3000	22500	3000	22500			9N		
						9N		
	801245		801245					
						9N		
2587410	1105600	2587410	1105600					

OREGON STATE HIGHWAY DIVISION — 12/08/71 — PROGRESS ESTIMATE

SECTION SC10 /N W 1ST AVENUE

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [redacted]N

SPECIFIED COMPLETION A) 30 CWD
B)
C)

CONTRACTOR MORSE BROS INC
LEBANON

AWARDED 07 02

EXTENSION

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	C
30201	CL C AC 8-1/4 IN THICK SQ YD	42730			3239	13840	
30202	EXTRA FOR AC APPR EACH	500000			200	100000	
	FORCE ACCOUNTS						
801	FLAGGING 94001						
	* TOTAL PAV COSTS			1977950		1930685	
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EWO 1			25000			
94002	SS-1 ASPHALT IN WATERING			25000			
98999	CONTINGENCIES			91257			
99999	ENGINEERING			202795		199315	
	GRAND TOTALS			2322002		2130000	

RESIDENT ENGINEER _____ DATE _____ DIV

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV 5-69)

50 CMD

AWARDED 07 02 71 FAP

CONTRACT NO. 7604 WORK DONE TO:

EXTENSION

APPROVED A) 32.30 MO

PREFIX 322 1723

ESTIMATED DATE OF COMPLETION:

USED B)

C)

ESTIMATE NO 003

FINAL

BROS INC

ON

ON T	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 09/27/71 QUANTITY	PERFORMED TO DATE 09/27/71 AMOUNT	TO COMPLETE 09/27/71 QUANTITY	TO COMPLETE 09/27/71 AMOUNT	GROUP P OR N	NEW TOTAL TO DATE QUANTITY	NEW TOTAL TO DATE AMOUNT
	32390	13840	32390	13840			9N		
	2000	10000	2000	10000			9N		
							9N		
7950		1930685		1930685					
5000							9N		
25000							9N		
91267									
202795		199315		129378		69937			
2322002		2130000		2060063		69937			

DIVISION ENGINEER

DATE

RECEIVED
DEC 8 - 1971
FOR FILING

322-1723
7604

December 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 27, 1971, on Contract No. 7604, The contract was with Morse Bros., Inc., and was for grading and paving on the Scio (N.W. 1st Ave.) Section in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 7, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Quary
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. B. Boyd

322-1723

RECEIVED
OCT 18 1971

MAYOR
ROBERT E. SUMMERS
RECORDER
C. J. THURSTON
TREASURER
ARLIE L. NAVE
MUNICIPAL JUDGE
JOANNE BILYEU
LIBRARIAN
MRS. VANNIE SHELTON

City of Scio
INCORPORATED OCT. 24, 1865
P. O. BOX 47
Scio, Oregon 97374

COUNCILMEN
VIRGIL CROW
GLENN CLAYTON
V. L. FITZGERALD
ED McALLISTER
KENNETH MONSON
ROBERT PEERY

SUPT.
SHELTON
322-1723
7604

October 11, 1971

[illegible] Duffy, Res. Eng.
[illegible] Airport Road
Salem, Oregon 97310

Dear Mr. Duffy:

At the regular meeting of The Scio City Council on September 27, 1971 it was moved, seconded and passed to accept the street improvement project on N. W. First Ave. in the City of Scio.

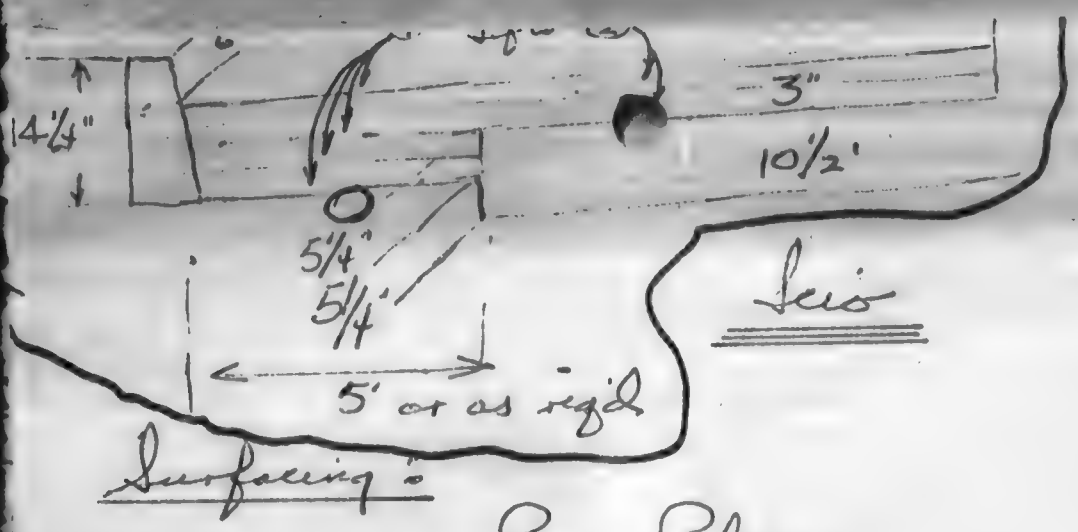
Yours very truly,

C. J. Thurston

C. J. Thurston, recorder

CC: Construction
County : City
Secretary

REGION 2 ENGINEER
RECEIVED
OCT 15 1971
RE RCE RME RTE HOE
ULE GEO TA FILE



Note Hall southerly 8-5-41
curb exposure of 7"

Sec

Surfacing:

	Per Plans	CRE	Proposal for Northerly 5' CRE	
A.C.	3"	6"	8¼"	16½"
Base	10½"	10½"		
	13½	16½"		

Raises subgrade northerly 5':

13½" − 8¼" = 5¼"

All raised curb exposure of 6":

Total raise of subgrade 5¼" + 1" = 6¼"

Curb problem:

Exposure	6"
Surfacing	8¼"
Total	14¼" (Reduce northerly curb only)

Changes quantities

To protect & expose water line

- Curb — Require no price reduction
- Grading — " " " " "
- Base Rock 5' X 565' ÷ 9 = 314 1/3 CY @ 2.35 = 737.90
- A.C. (Double 3" Rate) 314 X 2 X 1.70 = 1067.60

329.70

cc Cal
Duffy

SCA

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name NW 1st Avenue Contract No. 7604

Highway Scio City Street 10-8-71 Prefix No. 322-1723

County Linn F.A. No. State Project

Final inspection made on 9-29-71 By Gerald Wimer

in company with Glen Cleighton, Councilman; Tom Carter, Contractor's Supt.; and Art Duffy, Resident Engineer.

CHECK LIST

Date			
9-30-71	Construction signs removed	Never Closed	Opened to traffic
None	Salem Office notified to remove construction speed zone	with semi-final	Regional Materials Certification submitted
10-1-71	Contractor removed equipment from project		
10-1-71	Roadside cleanup completed		

RECEIVED
COUNTY & CITY SECTION
OCT 8 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Completed with good workmanship and appearance September 27, 1971. Minor cleanup completed October 1, 1971. Letter of acceptance from city of Scio is being submitted seperately.

All contract work on this project has been completed and recommendation is made for acceptance on 9-27-71. The semi-final estimate will be submitted about 10-24-71.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Art Duffy
Dist.Engineer - Howard Johnson
State Parks Supt.-Dave Talbot
Reg. Parks Supt.- Cliff Lenz

Copies sent to all named X

Original signed by, Gerald Wimer
(Signed)

Reg. Const. Engr.
(Title)

322 - 1723
7604

FORM E-1 (REV. 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Scio (N.W. 1st. Avenue)
WEEK ENDING: October 2, 1971
SECTION PREFIX: 322 - 1723
HIGHWAY: City Street
COUNTY: Linn
NAME OF JOB: Scio (N.W. 1st. Avenue)
KIND OF WORK: Grading & Paving
CONTRACTOR: Morse Bros., Inc.
CONTRACT NUMBER: 7604
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 2, 1971
DATE WORK STARTED: August 23, 1971
ESTIMATED COMPLETION DATE: October 1, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1
SPECIFIED WORK DAYS: Work 50
WORK DAYS USED: Work 36½
SPECIFIED CALENDAR DAYS
CALENDAR DAYS USED
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED: 73
PROJECT AUTHORIZATION: $ 23,220.02
EXCLUSIVE OF ENGINEERING: $ 21,192.07
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,192.07
ESTIMATED PERCENT: OVERRUN / UNDERRUN: NONE %
ENGINEERING AUTHORIZATION: $ 2,027.95
ENGINEERING COST TO DATE: $ 1,300.00
PERCENT OF AUTHORIZATION: 64 %
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: October 1, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100					100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM		PAVING
MILES IN PROJECT			0.11	0.11				0.11
MILES PARTIALLY COMPLETED			0.11	0				0.11
MILES COMPLETED			0.11	0				0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)			Lump Sum	2,890 SqYds				2,880 SqYds.
TOTAL QUANTITIES CORRECTED TO DATE			Lump Sum	0				2,880 SqYds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			100%	0				2,880 SqYds.
AVERAGE DAILY QUANTITIES			25%					960 SqYds.
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0					0
NUMBER OF SHIFTS PER DAY								1
HOURS PER SHIFT								8

EQUIPMENT USED DURING THE WEEK: 1 Truck., 1 Whacker.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Showers	1		
TUESDAY	Showers	1		
WEDNESDAY	Showers	1		
THURSDAY	Cloudy	1		
FRIDAY	Cloudy	1		
SATURDAY	Cloudy	0		

Routing: Morgan, Decker, Bond, Walker, Boehme, Johnsen, Pease, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
OCT 4 1971
CONSTRUCTION DIVISION

Project completed October 1, 1971.

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work on project.
TUESDAY	No work on project.
WEDNESDAY	No work on project.
THURSDAY	Subcontractor, Foress Co., removed all signs from the project.
FRIDAY	Contractor completed paving the areas between the curb and sidewalk at various locations. Project Completed.
SATURDAY	

REMARKS

Wednesday, Regional Construction Engineer Wimer, Councilman Glenn Clayton, Morse Bros. Superintendent Tom Carter and the undersigned inspected the project for acceptance. We will submit the semifinal estimate by October 15, 1971.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem

Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SCA

OREGON STATE
HIGHWAY DEPARTMENT

Salem, Oregon
August 2, 1971

Morse Bros., Inc.
P.O. Box 7
Lebanon, Oregon 97355

Re: Scio (H.W. 1. St.Ave.)
City Street
Linn County
Contract No. 7604

Genlemen:

The city water mains are approximately within 12-inches of the finish grade and will require adjustment.

This letter will constitute a stop work order on the above contract, effective from July 24, 1971 untill determination of the water main adjustment.

RECEIVED
COUNTY & CITY SECTION
AUG 3 - 1971
☑ ENGR. ☑ C&OR. ☐ LE ☐ RE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Very truly yours

Arthur Duffy
Resident Engineer

AD:ad

cc L.H. Young
F.D. Morgan
J.B. Boyd

8/3/71
Copies to
H A Cook
Tom Stricklin
Jim Johnson
Jim Boyd
Jim

Routing

✓ Morgan	E Pease
Ducker	3 Swan
1 Bond	Glenn
Walker	Litchfield
Eschino	Gallagher
Johnson	Slain

RECEIVED
AUG 3 1971
CONSTRUCTION
DIVISION

☐ FMSC ☑ SOCO ☐ GE ☐ AE ☑ UE
☑ UPE ☐ GE ☐ RE ☐ RPE ☐

July 2, 1971

Mr. C. J. Thurston
City Recorder
P. O. Box 37
Salo, Oregon 97374

Dear Mr. Thurston:

This is to acknowledge receipt of the City's check in the amount of $1,890 for the curbs on the Special City Allotment project on N.E. First Avenue. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

bc: L. H. Young
F. D. Morgan
V. E. Skoog, Attn: John Herr

Check No. _____
Received by _____
Date 7/6/71

RECEIVED
JUL 2 - 1971
FOR FILING

322-1723

7604

July 2, 1971

Moren Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on June 28, 1971, accepted your proposal on N. W. 1st Avenue in the City of Scio in Linn County for $19,779.30 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Scio approved the project and deposited $1,887.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7604.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

be Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa., & Portland, Oregon
F. D. Morgan
I. D. Merchant
J. B. Boyd
Walter Sandquist
William Geibel (SAIF)

RECEIVED
MAY 4 - 1971
FOR FILING

322-1723
7604

April 19, 1971

City of Scio
City Hall
Scio, Oregon 97374

MISC. CONTRACTS and AGREEMENTS No. 4124

Attention: O. J. Thurston
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement covering improvement to First Street from Main to N. Beech Streets in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
Att.

cc H. S. Cox
(agree. att.)

ENGR. ☑ C.&O.R. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SALEM, OREGON
April 12, 1971

SCA Project 1971
First Street
City of Scio

Mr. Frank Hall
Design Engineer
BUILDING

Attn: Mr. P. L. Carstensen

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:ljt

Att. *Survey data handed to Pete*

ECTION N.W. 1st Ave. — ESTIMATE OF COST — 4/2/71 — SHEET 2 O.

GHWAY City Street - Scio

NO.	ITEM.	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
						$	$ 100 00
1.	Removal of Structures & Obstructions	All	All		All		
2.	Grubbing Excavation	Cu. Yd.	1,021	109	1,130	2 50	2,825 00
3.	1½"-0 Aggregate Base	Cu. Yd.	772	68	840	5 00	4,200 00
4.	Class "B" 1" in 1½" Dense Mixture	Cu. Yd.	265	25	290	22 00	6,380 00
5.	RC-250 Asphaltic Prime Coat	All	All	—	All		500 00
6.	8-inch Sewer Pipe	Lin. Ft.	116	14	130	3 50	455 00
7.	Type "C" Concrete Curb	Lin. Ft.	997	8	1,005	1 70	1,708 50
8.	Concrete Inlets, Type "G-1"	Each	4	—	4	180 00	720 00
9.	Adjust Manholes	Each	3	—	3	100 00	300 00
10.	Adjust Inlet	Each	1	—	1	75 00	75 00
11.	Cap Inlet	Each	5	—	5	35 00	175 00
12.	Extra for Asphalt Approaches	Each	3	—	3	50 00	150 00
13.	Extra for Asphalt Walks	Sq. Yd.	73	7	80	2 50	200 00
							17,788
	14-						
	15-						
	16-						
	Additional Anticipated Items						250
	Flagging (State Share)						18,038
							2,135
	Engineering & Contingencies 13½%						20,473
	Total						

NARRATIVE REPORT
SCIO (N.W. FIRST AVE.) SECTION
LINN COUNTY

4-2-71

The project calls for the reconstruction of N.W. First Avenue between North Beech Street and North Main Street, a distance of 565-feet with a 40-foot curb to curb section.

The construction centerline conforms with the centerline of the street. The right of way width is 54-feet. The designed drainage will conform with the existing which outfalls at North Beech Street.

The curb grades are designed to conform with the existing concrete sidewalks. The exising walk between Alder Street and North Main Street is old and on the south side of the street it shows extensive surface spalling, Between North Beech Street (the west end of the project) and Alder Street there is walk on the north side only, it is new and in good condition.

The curbed section will necessitate relocation of power and telephone lines as indicated on the plans.

In accordance with Mr. Wimer's letter of 8/18/70 to the Construction Engineer re-control of engineering cost, we have sub--mitted special provisions which will be compatible without loss of quality control.

Arthur Duffy
Resident Engineer
April 2, 1971

RECEIVED
APR 13 1971

FOR FILING

322-1723
7604

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: N. W. 1st Ave.
Highway: City of Scio
County: Linn
Prefix: 322-1410

Res. Engr. A. Duffy
Approx. Length 0.15 mile
Sta. _____ to Sta. _____
Date 4-1-71

Mean Truck A.D.T. 40
Traffic Coefficient 6.1
18 kip s. a. per day 5.0
(1)

Annual Precipitation 51"± (Stayton)
Frost Penetration ---
CBE Total Requirement 19.5"

Typical Soil

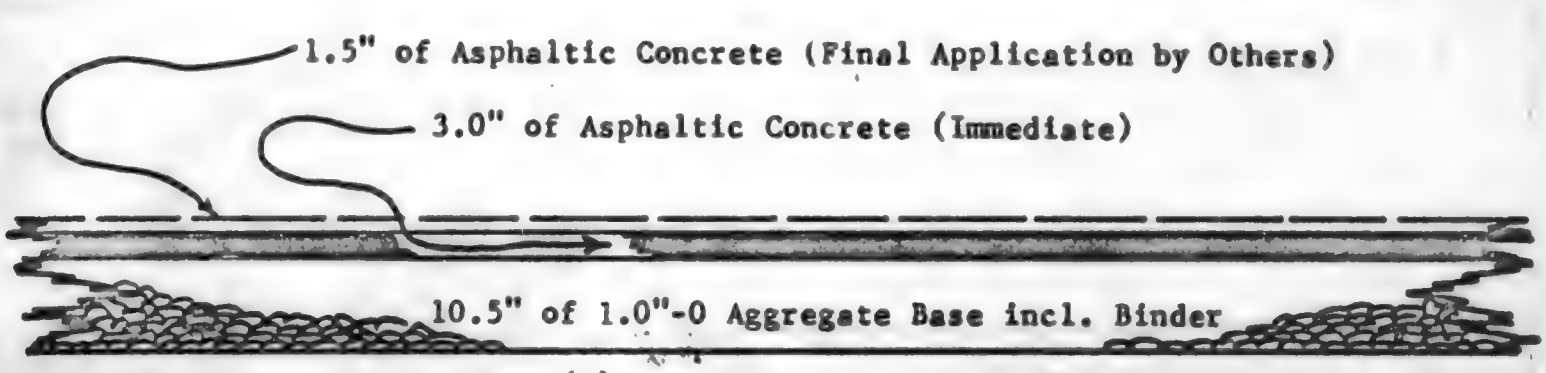
48 LL
16 PI
.93 %P 10
64 %P 200
7 % Gravel
11 % C Sand
18 % F Sand
40 % Silt
24 % Clay
9 R Value
A-7-5 AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
10.5	10.5	1.0"-0 A.B.
19.5	15.0	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by Others)
3.0" of Asphaltic Concrete (Immediate)
10.5" of 1.0"-0 Aggregate Base incl. Binder

(1)
Clayey Sand

RECEIVED
APR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

See remarks on Page 2.

NOTED
F. B. KLABOE

Submitted by C. J. Seery
Base Design Engineer

Recommended by John C. Orchard
Engineer of Materials and Research

Recommended by W. H. Gibbeson
Program and Planning Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

XXXXXX
~~Knowles~~
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: N. W. 1st Ave.

HIGHWAY: City of Scio

COUNTY: Linn

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

N O N E

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical. The strength equivalency of 1.0" base is equal to 0.75" or 1.5" material.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N. W. 1st Ave.

HIGHWAY: City of Scio

COUNTY: Linn

750 Present ADT (1971)

4.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	25	1.6	40	33	450	14,850
3	5	1.6	8	7	1000	7,000
4	--	---	--	--	1250	- - - -
5	--	---	--	--	3180	- - - -
6	--	---	--	--	2570	- - - -
				40	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 21,850

TWENTY YEAR EWL 437,000

TRAFFIC COEFFICIENT 6.1

SECTION: N. W. 1st Ave.

HIGHWAY: City of Scio

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made -- See Item 10

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a consideration for this project.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.15 mi.) project.

See Item 6 and 12.

JAN 4 - 1971

FOR FILE
322-1723
7604

PREFIX NO. 322-1410

12-29-70

LOCATION PROSPECTUS
SC10 (N.W. 1st AVENUE) SECTION
CITY STREET - LINN COUNTY

HIGHWAY: N.W. 1st Avenue, city street not on Federal-aid or State system.

TERMINI: Westerly terminus is the intersection with North Beech Street. The Easterly Terminus is the intersection with North Main Street.

LENGTH: 0.15 mile.

PROGRAM: 1971 Special City Allotment project.

NARRATIVE: To prepare plans, specifications and estimates for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed.

TYPICAL SECTION: Forty-foot curb to curb street section.

MATERIAL: To be located and referenced during survey.

AGREEMENTS: Routine Special Allotment project.

Attachment
December 29, 1970
cc's: R. D. Asburry (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
Roy H. Stein
George C. Wills
F. W. Yarbrough (2)

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SIGNED ROUTES

INTERSTATE 5
U.S. 20
ORE. 22

LEGEND

- Post Office
- Public Bldg.
- School
- R. R. Depot
- CH - City Hall
- CT - Court House
- A - Armory
- L - Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SCIO

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 641

Scale in Feet

June 1, 1961

Form 1-58

OREGON STATE HIGHWAY DEPARTMENT
AUTHORITY FOR SURVEY

Section SC10 (NW 1ST AVE) (Street)

Date Dec. 7, 1970

Highway City Streets

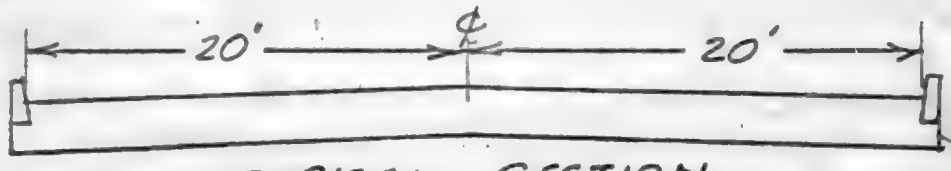
Authorization No. 1

County Linn Region 2

Survey Prefix 322-1410 (Assigned by Salem office)

Description of termini, route, length, etc.:

Proposed project is for N W 1st Avenue in the city of Scio. Westerly Terminus is intersection with N. Beech Street. Easterly terminus is intersection with N. Main Street. Length is 0.15 mile.



TYPICAL SECTION

RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
ENGR. ☐ ESS. ☐ DE ☐ AE ☐ UE
UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey: to prepare plans, specifications, and estimates for contract as special city allotment projects.

Estimate of cost:

901 (field)	~~xxx2,500~~	$1,650
905 (Final Design)	~~500~~	300
921 (Specifications)	150	
910 (Soils)	200	

2,300.00

Total estimated cost of survey	$ ~~3,150.00~~
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: _____ Field Engineer

Recommended for Approval: _____ Design Construction Engineer

Recommended for Approval: _____ Division Engineer

Approved: _____ Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.

P. E. APPR. _____

FED. - AID _____ STATE SCA BEN GIFFORD

SCA

NOTED
H. S. COX

PROJECT DATA. CITY OF Scio Date July 1 1970

To be financed by Special City Allotment Fund and necessary city funds.

Street name 1st Street
(Locate project on attached map.)

Project length 780 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 22 feet, width of shoulders: 14 feet

Curbed section; width curb to curb: _____ feet no curb

Remarks _____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 22 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60 feet each street

Are intersecting streets curbed? Yes ____ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No X

Explain: We would like to have the curbs installed, but do not know the cost and how we would finance

RECEIVED
JUL 3 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED
P. B. Avramcioi

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___ on north side

Present sidewalks, Length: 600 feet; Width: 5 feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes X No___

If yes, are they adequate for increased flow? Yes X No___

Indicate depth of main lines from present surface: 9 feet and 7 feet

To be constructed by City? Yes X No___

To be constructed as part of project? Yes___ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2½ feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks at present there is no driveway in this section.

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Scio Mutual Telephone Co.

Railroad tracks? Yes ___ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks _____

_____

_____

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: There is two places available inside the City for disposal of excess material.

General remarks: _____

_____

_____

By Robert Semmes
Mayor

By Joanne Belyea
City Recorder or City Manager

By _____
City Engineer

S.C.A. Investigation Data

City of Scio Date 6/25/70 Div. ___
Population: 1965 492 1970 ~500
Street First St. from N. Main St to N. Beach St

No. previous projects 1
Last project 1950 (year)
Total SCA funds $ 10,665
Funds/capita $ 21.33
Average/capita $ 53.01

EXISTING

Surface now in place: A.C. x Oil ___ Gravel ___ Concrete ___
Surface width: 18-20' feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: Dist. betw. Bldgs. 54'. The existing pavement has broken areas. There is log, fruit, Grain, and stock hauling on this road as well as school bus and regular traffic, including city traffic from N.W. part of the City.

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. ___ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, 560 feet. Type curb: ___
Remarks: 40' is about all of the width possible due to conc walks and pole line in N. parking strip. The first block will be dug out and the second block base & pavement built on top of existing.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	1070	2.00	2140
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.	17	3.50	60
Watering	M-gal.	47	4.00	188
Level material (3/4-0)	c.y.	211	4.60	972
Base material	c.y.	1480	4.35	6440
Asphalt	ton	500	11.00	5500
Binder	all	all	L.S.	450
Concrete inlets G-1	each	6	150	900
Culvert pipe 12" Semi Pipe	lin. ft.	110	4.50	495
Concrete curbs "C" Type	c.y.	35	50.00	1750
Extra for Dwys.	Each	2	50.00	100
Adj. MH	Each	2	100.00	200

*Items include 10% allowance

	Total	$ 19,695
Perm. signing ($100/intersection)		100
Flagging		100
	Total	$ 19,895
Engineering & contingencies (20%)		3995
	Total	$ 23,890
City's estimated share of survey		
TOTAL ESTIMATED COST		$ 24,000

24000 CN-hs
2000 Town
22,000 State

A Copy of this was given to Mr Crow, Councilman

Scio 6/25/70
N. First Ave from N. Beech
N. Main to ~~N. Cherry~~

Gen'l Exc. $\frac{42 \times 307 \times 2.1 \times 1.1}{27} =$ 1070 C Y

560 length
25 Extra
585'

3½"
2"
14"
19½
6
25½

Trench Exc. $\frac{3.0 \times 2.3 \times 110 \times 1.1}{27} =$ 17 C.Y.

110 l.in.-ft. 12" Sewer pipe

55
55
110

6 G.I Conc Inlets

Cr. Rock Base $\frac{1.17 \times 41 \times 585 \times 1.43}{27} =$ 1480 C.Y.

Lev. Cs. $\frac{0.17 \times 40 \times 585 \times 1.43}{27} =$ 211 C.Y.

Water 1700 x 0.0275 = 47 M-Gals

Binder Cs 4000 x .111 = #450

A.C. Paving 5.9 X 84.3 = 500 Tons

Conc. Curbs 11.2 x 0.031 = 35 C.Y.

Extra for Dwys 2

Del. urban
~~Sid Ivan~~, barber

Power ... Stayton

6/25/70

Sc10

Gen'l. Exc

$2.08 \times \frac{300 \times 42 \times 1.1}{27} = 1065$

Exc. wedges out 50' ... N Alder St.

Between Alder & Beach build on top of existing
1000 CY less Exc @ 20% = 12000 − 400 = 2400

$\frac{29,520}{2400}$
27,130

Sod $\frac{27,200}{1750}$ curbs
25450

City to raise 12,200 − 1750 curbs = 45 = extra

72 pieces ℄ to River Bank

S.C.A. Investigation Data

City of Scio Date 6/2/70 Div. ___
Population: 19__ ____ 19__ ____
Street First St from N. Main St. to

No. previous projects 1
Last project 1950 (year)
Total SCA funds $ 10,665
Funds/capita $ 21.33
Average/capita $ 5201

EXISTING

Surface now in place: A.C. x Oil ___ Gravel ___ Concrete ___
Surface width: 18'-20' feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: Dist. betw. Bldgs. 545'. The existing pavement has broken areas. There is some log hauling over this road. It becomes a County Rd. West of City limits. It carries a lot of traffic from N.W. part of City, plus School traffic. Also Farm traffic.

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 3½ inches, Leveling 2 inches, Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, 545 feet. Type curb: 545' between Bldgs.
Remarks: The 40' width is about all the width possible due to Conc. walks and a parking strip for poles on N. side.

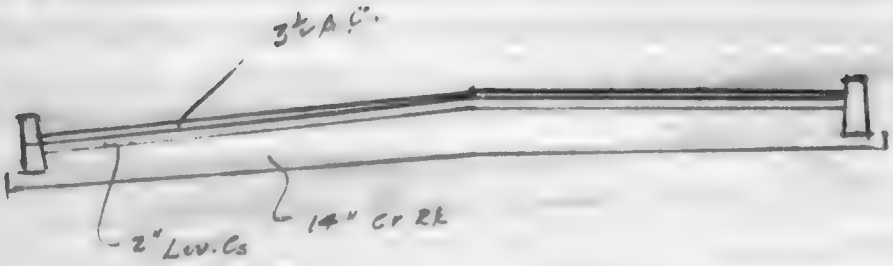
ESTIMATE — Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	2085	2.00	4170
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.	177	3.50	620
Watering	M-gal.	47	4.00	188
Level material (3/4-0)	c.y.	211	4.60	970
Base material	c.y.	1480	4.35	6,440
Asphalt	ton	500	11.00	5,500
Binder	all	all	L.S.	450
Concrete inlets C-1	each	6	150	900
Culvert pipe 12" Sewer Pipe	lin. ft.	628	4.00	2520
Concrete curbs	c.y.	35	50.00	1750
Extra for Dwys.	Each	2	30.00	100
Adjust MH.	Each	3	100	300
			Total	$ 24,408
Perm. signing ($100/intersection)				100
Flagging				100
			Total	$ 24,608
Engineering & contingencies (20%)				4922
			Total	$ 29,530
City's estimated share of survey				153
TOTAL ESTIMATED COST				$ 29,683

*Items include 10% allowance

P.E.
$1000 × 4580/29530 = 153

$25,000 State
1750 Curbs
3,250 City other

50% $30,000



2 Blocks
Scio; First Ave
N. Main to N. Canal
0+10 – 5+70
560' Length
25 Extra
585

3½
2"
14"
18½" = 1.58'

Gen'l Exc. $\frac{208 \times 42' \times 1.1 \times 585}{27}$ = 2085 C.Y.

Trench Exc. $\frac{628 \times 3.0 \times 2.3 \times 1.1}{27}$ = 177 CY

66
66
200
200
628

628' – 12" Sewer Pipe

6 Inlets G-1

Cr. Rk. Base $\frac{1.17 \times 41 \times 585 \times 1.43}{27}$ = 1480 C.Y.

Lev. Cs $\frac{0.17 \times 40 \times 585 \times 1.43}{27}$ = 211 C.Y.

Water 1700 x .0275 = 47 M-Gals

Binder Cs: 4,000 x .111 = $450.00

A.C. Pav. 5.9 x 84.3 = 497 Tons — 500 Tons

Conc. Curbs 11.20 x 1031 = 34.5 — 35 C.Y.

Extra for Dwys. 2 only.

S.C.A. Investigation Data

City of Scio — Date 6/2/70 — Div. ___
Population: 19__ ____ — 19__ ____
Street _____

No. previous projects 1
Last project 1950 (year)
Total SCA funds $ 12,000
Funds/capita $ _____
Average/capita $ _____

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete _____
Surface width: 18-20 feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: ? 545' betw. Bldgs feet
Remarks: The existing pavement has broken areas. There is some log hauling up to R. This street becomes a Co. Rd. outside of City and Carries a lot of traffic and will continue to do so in the future.

PROPOSED

Surfacing: A.C. _____ Oil _____ Other _____
Pave. width: _____ feet, Shoulder width ____ feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: 6" Type
Remarks: The 40' width is about all the width possible due to Conc. Walks and parking strip - on most of this

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$7 500
Clearing & grubbing	all	all	L.S.	———
General excavation	c.y.	4460	2.00	8920
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.	177	3.50	620
Watering	M-gal.	74	4.00	295
Level material (3/4-0)	c.y.	335	4.60	1540
Base material	c.y.	2370	4.35	10300
Asphalt	ton	800	11.00	8,800
Binder	all	all	L.S.	705
Concrete inlets 6-1	each	6	150.00	900
Culvert pipe 12" Sewer	lin. ft.	628	4.00	2520
Concrete curbs	c.y.	56	50.00	2800
Adjust Manholes	Each	3	100.00	300
Entrs for Driveways	Each	4	50.00	200
			Total	$38,400
Perm. signing ($100/intersection)				100
Flagging				100
			Total	$ 38,600
Engineering & contingencies (20%)				7720
			Total	$ 46,320
City's estimated share of survey				———
			TOTAL ESTIMATED COST	$ _____

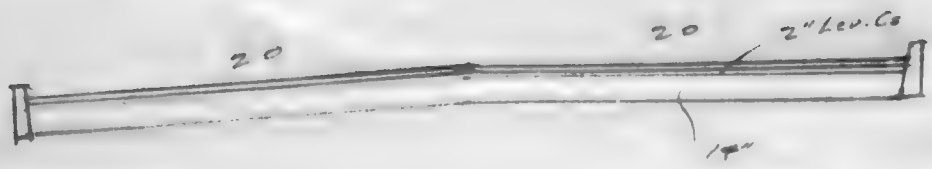
*Items include 10% allowance

1500 × 11702/36702 = 479

37160

This job - Too big

Scio 6/2/70
N. First Ave
N. Main - N. Cherry



Gen'l. Exc. $\frac{42 \times 930 \times 2.8 \times 1.1}{27} = 1460$ C.Y.

Trench Exc $\frac{628 \times 2.3 \times 8.0 \times 1.1}{27} = 177$ C.Y.

3
2
14
19
6"
25" - 2.08
7
2.8

12" Sewer Pipe 628'

6 Inlets G-1

1
66
66
200
76
320
628

14" Cr. Rock Base $\frac{41 \times 4.17 \times 930 \times 1.43}{27} = 2370$ C.Y.

2" Lev. Cs $\frac{0.17 \times 40 \times 930 \times 1.43}{27} = 335$ C.Y.

268

Water $2700 \times 0275 = 74$ M-Gals

Pvt $930 \times 843 = 785 + 8 = 793$ Tons Say 800 Tons.

A C in Drwys & Alley $4 \times 18 \times 9 \times .006 \times 2" = 8$ Tons

Binder Cs $4000 \times .176 = 705$

Conc. Curbs $1800 \times .1031 = 56$ C.Y.

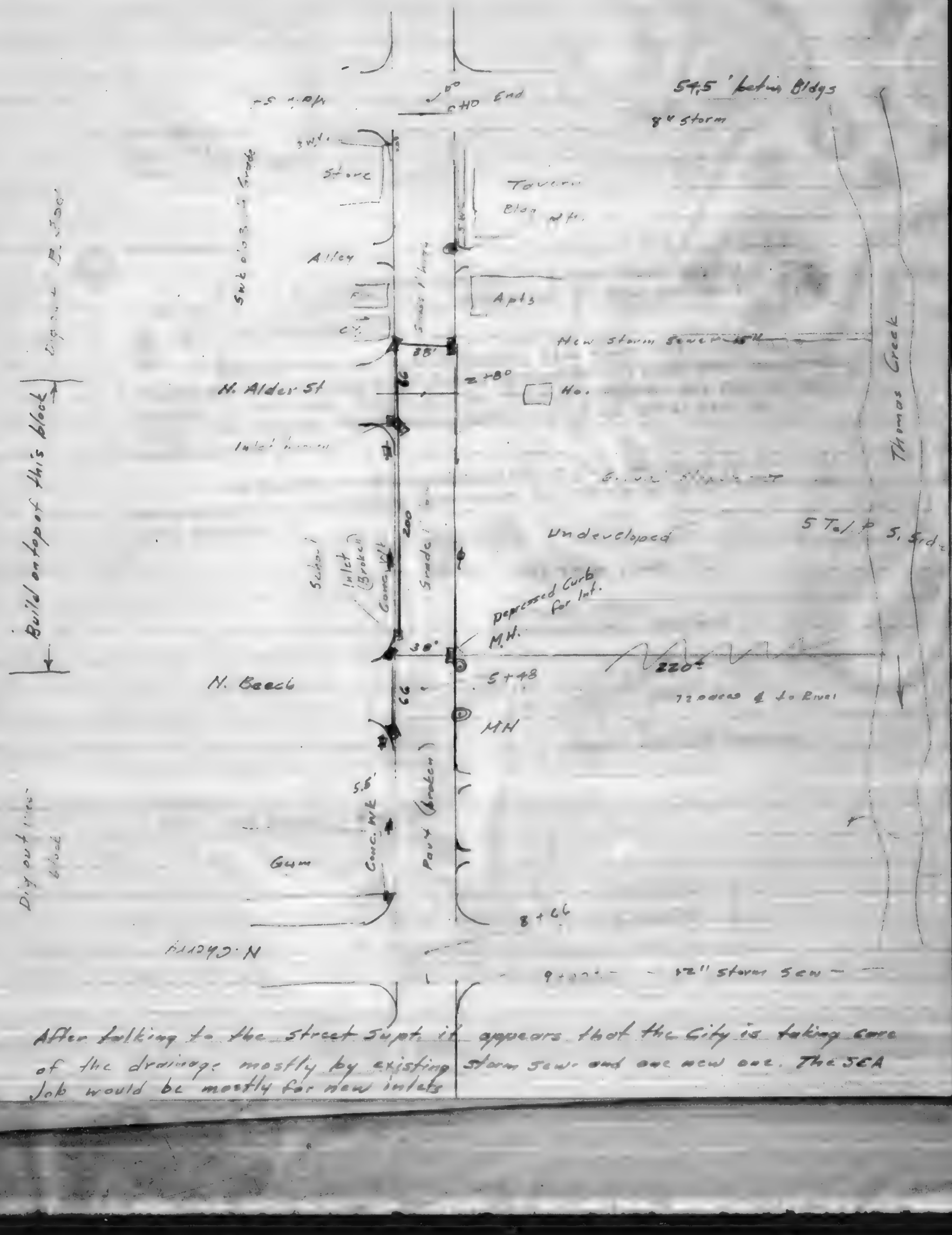
Extra for Driveways 4 only

36
38
1800

6/2/70

Clos. E. First Engrs

Scio – First Ave
N. Main – N. Ferry St



After talking to the Street Supt it appears that the City is taking care of the drainage mostly by existing storm sewer and one new one. The SEA Job would be mostly for new inlets

May 25, 1970

City of Scio
City Hall
Scio, Oregon 97374

NOTED
H. S. COX

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of SCIO requesting aid from the annual $25,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1971 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
County and City Engineer

OHM:ljt
Encl: SCA Project Data Form

NOTED
P. B. Avensmeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

R E S O L U T I O N #1-70

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of SCIO is an incorporated city of the State of Oregon and has a population of 470 as given by the latest official census; and

WHEREAS, the following streets of said city, North First Avenue between North Main Street and North Cherry Street as shaded in red on the accompanying map

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of SCIO does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Vannie Shelton as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of May, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of SCIO at a regular or special meeting of said Council, held on the 11th day of May, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of May, 1970.

Joanne Bilyeu

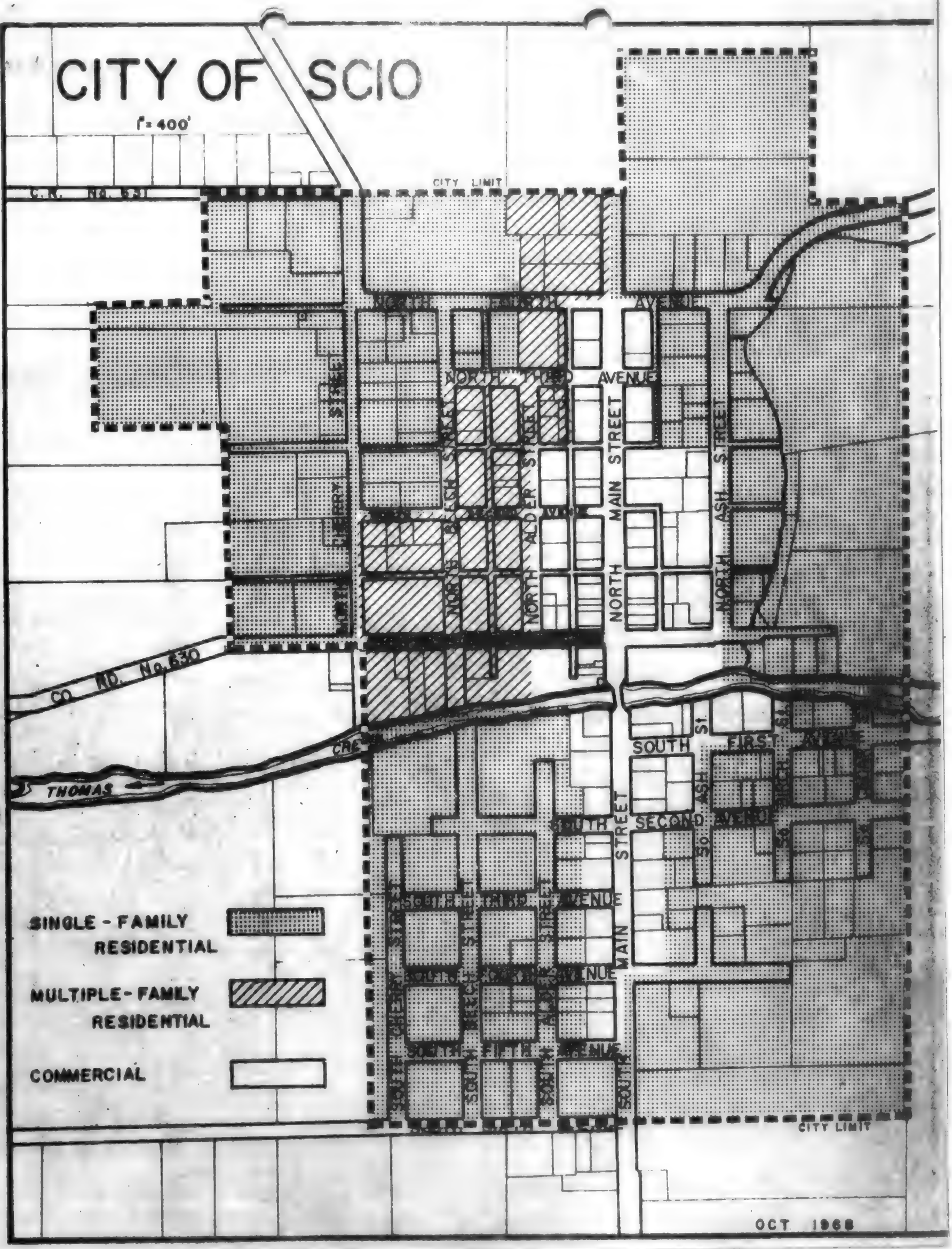
Joanne Bilyeu, City Recorder

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

(cc-50, 1959 Rev.)

CITY OF SCIO

1" = 400'



OCT. 1968

SIGNED ROUTES

INTERSTATE 5
U.S. 20
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.
Street dedicated but not open.
City Limits.

SCIO

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 441

Scale in Feet

0 400 800

June 1, 1961

N. Cor. Sec. 11, T. 10 S., R. 2 W., W.M. to S. 1/2 Sec. 11, T. 10 S., R. 2 W., W.M.

I-80N-8(23)N. Fork Jacobsen Gulch-North 1971
367 Ontario Interch. Sec., Old Oregon Tr.
#7605 (Grad., pav., sign, struc. & illum. [redacted]

C&A 4345 1-6-72

1405 STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	24	Malheur	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
June 6, 1975	R. A. Nichols, Area Engineer		I-80N-8(23)367
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
April 24, 1974	May 24, 1974	100 %	585 CWD
APPROVED EXTENSIONS	**LOCATION**		
44 CWD	The project begins 7 mi. N. of Ontario then proceeds southerly 6.6 mi. to a point just S. of the N. Ontario Interchange and 1/2 mi. N. of the Ontario City Lim.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUN 06 1975

N. FORK JACOBSEN GULCH-N. ONTARIO INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, Signing & Illumination Washington

6-9-75
cy Const.

NOTED
H. S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by R. A. NICHOLS		SIGNATURE: Original signed by E. J. Valach	
TITLE: R. A. Nichols Area Engineer	DATE: 6-6-75	TITLE: E. J. Valach District Engineer	DATE: 6-6-75

FORM FHWA-1446 B (12-73) FORMELY PR-33E Previous Editions Of PR-33E Will Not Be Used.

7605

December 4, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, OR 97201

AIR MAIL
The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, CT 06103

Gentlemen:

On November 14, 1974, we wrote to you concerning release of final payment on Contract No. 7605 awarded to J. C. Compton Co. and Rees Bros. Construction, Inc. for work on the N. Fork Jacobsen Gulch-N. Ontario Interchange Section of the Old Oregon Trail in Malheur County.

Final payment on this contract is $15,154.15 and the total contract amount is $4,220,932.95 including $99,877.44 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: J. C. Compton Co. and
Rees Bros. Construction, Inc.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 12, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7605, Work Completed April 24, 1974

Project N. Fork Jacobsen Gulch - N. Ontario Intchge

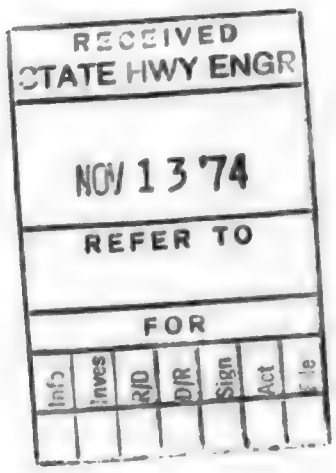
Highway Old Oregon Trail, County Malheur

Type of Work Grading, Paving, Structures, Signing & Ill.

Contractor J.C. Compton Co. & Ross Bros. Construction, Inc.

Recommended Acceptance Date November 13, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.



7605

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Fk. Jacobsen Gulch - N. Ontario Interchange		WEEK ENDING: June 29, 1974
		SECTION PREFIX: 623-1024
HIGHWAY: Old Oregon Trail		COUNTY: Malheur
NAME OF JOB: N. Fk. Jacobsen Gulch-N.Ontario Int.	KIND OF WORK: Grading, Paving, Signing, Structures and Illumination	
CONTRACTOR: Compton & Ross, J.V.	CONTRACT NUMBER: 7605	FEDERAL AID PROJECT NUMBER: I80N-8(23)367
DATE OF CONTRACT: July 12, 1971	DATE WORK STARTED: July 24, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 629	CALENDAR DAYS USED 629
PROJECT AUTHORIZATION: $4,781,364.66	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $4,441,285.97	ENGINEERING AUTHORIZATION $340,078.69	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,226,694.33	This week 539.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ____% UNDERRUN	ENGINEERING COST TO DATE $475,285.00	DATE PROJECT WAS COMPLETED: April 24, 1974
	PERCENT OF AUTHORIZATION 140 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	PCC Paving	~~100~~
100	100	100,	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.62	6.62	6.62	6.62	6.62
MILES PARTIALLY COMPLETED	6.62	6.62	6.62	6.62	6.62
MILES COMPLETED	6.62.	6.62	6.62	6.62	6.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	735,000 CY	138,890 ton	50,400 ton	87,900 ton	83,750 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE	792,180 CY	127,591 ton	53,640 ton	79,485 ton	81,618 Sq.Yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	792,180 CY	127,591 ton	53,640 ton	79,485 ton	81,618 Sq.Yd.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7979A	7979B	7971A	7971B	7935A	7935B	RCBC 966+00	RCBC 970+00
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Hot			
MONDAY	Clear, Hot			
TUESDAY	Clear, Hot			
WEDNESDAY	Clear, Hot			
THURSDAY	Clear, Hot			
FRIDAY	Clear, Hot			
SATURDAY	Clear, Hot			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
JUL 1 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project Completed
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region office on Thursday, June 27, 1974.

This will be the final report.

SIGNED P. F. Burnett LOCATION Baker, Oregon

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7605

June 12, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

Subject: N. Fork Jacobsen Gulch -
N. Ontario Interchange
Old Oregon Trail
Contract No. 7605

I have approved your request for 44 days time extension on this project. This is because of late extra work added by Extra Work Orders 18 and 19, and it will delete all liquidated damages that accrued up to the recorded completion date of the contract.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
W. E. Schwartz

JAB:mk dpy

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 24, 1974

FILE:

FROM: J. A. Bond
Construction Administration Engineer

TO: H. S. Coulter, Assistant
State Highway Engineer

SUBJECT: N. Fork Jacobsen Gulch -
N. Ontario Intch.
Old Oregon Trail
Contract No. 7605

J. C. Compton Co., one of the joint venture contractors (Compton-Ross) on this project, requests a 44 day extension of the contract time. This is a valid request which we would like to process promptly. The regular contract work was virtually completed by Nov. 1, 1973.

A small amount of seeding and mulching remained but FHWA wanted some storm caused erosion damage repaired before they would accept the project. This work was covered by E.W.O. 18 in the amount of $26,145.65. Then this spring E.W.O. 19 in the amount of $6,076.80 was added to clean up some heavy weed growth on shoulders. The project was placed under a stop work order until suitable conditions prevailed to do the work under these two orders in March and April this year. This was all completed by April 24 which is the completion date of record with 44 days liquidated damages accrued (from March 11 through April 24) at $300 per day.

We recommend the requested 44 day extension which will delete all liquidated damages. Rough draft letters to FHWA and to the contractor are attached.

JAB:mk

cc: Vince Gallagher

Attachments

RECEIVED

MAY 24 1974

Office of
Assistant State Highway Engineer

E—230 (Rev.)—SM—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 6, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 585 days to 629 days, within which to complete our Contract No. 7605, without the assessment of liquidated damages. The said contract is described as follows: N. Fork Jacobsen Gulch-N. Ontario Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The work which caused the additional workdays was Force Account work outside the limits of the original contract. The work was authorized by your EOW # 18.

Respectfully submitted,

J. C. Compton Co.
Contractor

By

CONSENT OF SURETY

Date May 8, 1974

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren, Attorney-in-fact (SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Resident Agent
1929 Georgia Pacific Building
Portland, Oregon

By Ethel Wold
Resident Agent For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7605 Contractor J. C. Compton Company

Highway Old Oregon Trail

Section N. Fork Jacobsen Gulch-N. Ontario Interchange

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: **Recommend 44 days extension because of extra work added by E.W.O. 18 and 19.**

Recommended for Approval:

Division Engineer
REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7605
Project designation	I-80N-8(23)367 State-Federal
Date awarded	July 12, 1971
Work started	July 24, 1971
Per cent completed	100 Date
No. of Workdays Allowed	585
No. of Workdays Used	629
No. of Added Workdays Requested	44

State Printing 37081

7605

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 30, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-8(23)367
N. Fork Jacobsen Gulch-N. Ontario Interchange
Old Oregon Trail
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the 44 day time extension of the contract time for the above project as requested in Mr. H. S. Coulter's May 29, 1974 letter.

for G. L. Green

RECEIVED
JUN 3 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

6-3-74
of Keeney
Schwantes
Gallagher

RECEIVED
STATE HWY ENGR
MAY 30 74
REFER TO
Coulter
FOR
Info | Drives | R/D | D/R | Sign | Pct | File

7605

May 29, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT N. Fork Jacobsen Gulch-N. Ontario Interchange
Old Oregon Trail
Contract No. 7605, FAP No. I-80N-8(23)367
Request for Time Extension

J. C. Compton Co. requests a 44-day extension of this contract time because of late extra work. This is a valid request which we would like to process promptly.

The regular contract work was virtually completed by November 1, 1973. A small amount of seeding and mulching remained, but storm-caused erosion damage had to be repaired. This work was covered by Extra Work Order No. 18, in the amount of $26,145.65. This spring, Extra Work Order 19, in the amount of $6,076.80, was added to clean up heavy weed growth on shoulders. The project was placed under a stop work order until conditions were suitable to do the work under these two orders in March and April this year. This was completed by April 24, the completion date of record, with 44 days of liquidated damages accrued (from March 11 through April 24) at $300 per day.

Your concurrence is requested in a 44-day extension which will delete all liquidated damages.

JAB:mk ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

7605

STATE COPY 8

cc: OSHD (H S Coul. :) 5-24-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	23	Malheur	Oregon

IN COMPANY WITH

E. J. Valach, District Engineer, FHWA; C. D. Hiatt, Resident Engineer, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-24-74	R. A. Nichols, Area Engineer	I-80N-8(23)367

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	108 %	100 %

JACOBSEN GULCH-NORTH ONTARIO SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures & Signing

Work on this project has been completed in conformance with the plans and specifications.

Acceptance is recommended.

NOTED
H.S. COULTER

RECEIVED
JUN 5 1974
Office of
Assistant State Highway Engineer

6-5-74
cy Const.

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7605

STATE COPY

MONTHLY TRANSACTION NUMBER 1-46	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-1) 1-14-73	COUNTY Malheur
MODIFICATION NUMBER 1		PROJECT NUMBER I-80N-8(23)367

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 27, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,649,888	$ 4,692,658
Federal Funds	$ 4,289,984	$ 4,329,444
Other revisions		

This modification is made for the following reasons:

To include approved Extra Work Orders, and approved State Force Orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of January, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Zbanek

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-80N-8(23)367

N. FORK JACOBSEN GULCH-N. ONTARIO INTERCHANGE SECTION

OF THE OLD OREGON TRAIL HWY. IN MALHEUR COUNTY

Salem, Oregon, January 9, 1974

Revised Project Agreement Estimate

Type Code 9672
Roadway, PCC Pave. (Sta. 844+00 to Sta. 1158+50)

Subtotal on previous estimate of July 20, 1971			$2,989,607.35
Revised Estimate			
Temporary Striping (SFO #2)	All Required		$ 1,000.00
Permanent Striping (SFO #8)	All Required		2,524.50
Remove Stanton Blvd. Lights (SFO #3)	All Required		800.00
Replace Service Roads (EWO #4)	All Required		7,000.00
Repair Damage Caused by Erosion (EWO #18)	All Required		26,145.65
Wrok by Idaho Power Co. (SFO #6)	All Required		1,412.00
			$ 38,882.15
	Subtotal		$3,028,489.50
	10% Engineering*		301,848.50
	Total		$3,330,338.00
Credit for Salvaged Guard Rail Panels	57,360 lb.	0.015	(860.00)
			$3,329,478.00

*Reduced in accordance with Para. 5 (Project Field Office) PPM 30-6

Type Code 6204
Roadway A.C. Pave. (Sta. 1158+50 to Sta. 1186+00)

Same as previous estimate July 20, 1971 $ 177,440.00

Safety Improvements (Sta. 1167+00 to Sta 1193+00)
Type Codes Y101, Y030

Same as previous estimate July 20, 1971 $ 71,321.00

Structures (4)

Same as previous estimate July 20, 1971 $1,114,419.00

Length of PCC Pavement	5.840 miles
Length of AC Pavmenet	0.525 miles
Length of Safety Improvement	0.133 miles
Length of Structures (4)	0.123 miles
Total	6.621 miles

Cost of PCC Pavement per mile - - - - - - - - - - $570,116.10
Cost of AC Pavement per mile - - - - - - - - - - $337,980.95

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
PCC Pavement	$3,329,478.00	$3,071,776.00	$257,702.00
AC Pavmement	177,440.00	163,706.00	13,734.00
Safety Improvements	71,321.00	65,800.00	5,521.00
Structures	1,114,419.00	1,028,162.00	86,257.00
	$4,692,658.00	$4,329,444.00	$363,214.00

Group 1 - 100%

Prefix: 623-1024

Contract No. 7605

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
8-1	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Malheur
PROJECT REPORT NO. 4	*(PPM 21-7)*	PROJECT NO. I-80N-8(23)367

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Ontario N.W. 6.62 mi.
(North Fk. Jacobsen Gulch-N. Ontario Intchge. Sec.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-71	6.621
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,649,888.00	$ 4,289,984.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 27 1971

Oregon State Highway Division

Federal Aid
Project No. I-80N-8(23)367

N. FORK JACOBSEN GULCH-N. ONTARIO INTERCHANGE SECTION

OF THE OLD OREGON TRAIL HWY. IN MALHEUR COUNTY

SALEM, OREGON, JULY 20, 1971

Project Agreement Estimate

Type Code 9672
Roadway, PCC Pave. (Sta. 844+00 to Sta. 1158+50)

Mobilization	All Required (92%)		$ 138,920.00
Furnishing Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required (92%)		23,000.00
Clearing and Grubbing	All Required (95%)		28,500.00
Removal of Structures and Obstructions	All Required (90%)		9,000.00
Ditch Excavation	4,995 cu.yd.	1.50	7,492.50
General Excavation	722,500 cu.yd.	0.70	505,750.00
Toe Trench Excavation	4,700 cu.yd.	1.75	8,225.00
Overhaul	79,935 C-yd.sta.	0.40	31,974.00
Trench Excavation	6,208 cu.yd.	4.00	24,832.00
Finishing Roadbed and Slopes	All Required (95%)		8,645.00
Watering	25,400 M-gal.		NO BID
Bituminous Base Mixture	13,650 ton	4.10	55,965.00
Asphalt in Bituminous Base Mixture	750 ton	42.00	31,500.00
3/4" - 0 Aggregate Base	3,950 ton	2.35	9,282.50
Plant Mix Aggregate Base	91,000 ton	2.25	204,750.00
Aggregate Shoulders	28,000 ton	2.25	63,000.00
Cement Treated Base Mixture	46,000 ton	2.50	115,000.00
Portland Cement in CTB Mixture	2,530 ton	30.00	75,900.00
Asphalt in Seal	138 ton	60.00	8,280.00
Class "B" Asphalt Concrete Mixture	66,600 ton	4.10	273,060.00
Asphalt Cement in Mixture	4,280 ton	42.00	179,760.00
Asphalt in Tack Coat	37 ton	60.00	2,220.00
3/4" - 0 Aggregate in Prime Coat	260 cu.yd.	4.00	1,040.00
MC-250 Asphalt in Prime Coat	46 ton	60.00	2,760.00
Continuously Reinforced Concrete Pavement	88,000 sq.yd.	7.00	616,000.00
Reinforced Concrete Pavement	630 sq.yd.	10.50	6,615.00
Reinforced Concrete Bridge End Panels	1,350 sq.yd.	22.00	29,700.00
Pavement Terminal Anchors	500 lin.ft.	25.00	12,500.00

Class "A" Concrete in Box Culverts	600 cu.yd.	100.00	60,000.00
Reinforcement in Box Culverts	118,000 lb.	0.18	21,240.00
Diversion Box	2 only	350.00	700.00
Diversion Dam	1 only	1,000.00	1,000.00
Concrete Ditch Lining	570 sq.yd.	8.50	4,845.00
Structural Plate Pipe	All Required		24,000.00
12-inch Culvert Pipe	430 lin.ft.	4.00	1,720.00
15-inch Culvert Pipe	2,110 lin.ft.	5.00	10,550.00
18-inch Culvert Pipe	2,620 lin.ft.	6.00	15,720.00
24-inch Culvert Pipe	1,820 lin.ft.	7.00	12,740.00
36-inch Culvert Pipe	230 lin.ft.	11.00	2,530.00
72-inch Culvert Pipe	160 lin.ft.	40.00	6,400.00
18-inch Irrigation Pipe	200 lin.ft.	7.00	1,400.00
24-inch Irrigation Pipe	1,080 lin.ft.	8.00	8,640.00
30-inch Irrigation Pipe	310 lin.ft.	12.00	3,720.00
Extra for Pipe Under Pavement	360 lin.ft.	7.00	2,520.00
15-inch Paved Culvert End Slopes	14 only	85.00	1,190.00
18-inch Paved Culvert End Slopes	10 only	100.00	1,000.00
24-inch Paved Culvert End Slopes	3 only	155.00	465.00
36-inch Paved Culvert End Slopes	2 only	225.00	450.00
Concrete Manholes	1 only	850.00	850.00
Concrete Inlets, Type G-1 & G-2	7 only	225.00	1,575.00
Concrete Inlets, Type G-2MA	39 only	320.00	12,480.00
6-inch Drain Pipe	4,000 lin.ft.	2.00	8,000.00
Special Filter Material in Drains	500 cu.yd.	9.00	4,500.00
Guard Rail, Type 2A	13,600 lin.ft.	3.70	50,320.00
Median Barrier	770 lin.ft.	8.90	6,853.00
Barricade, Type 2	1,260 lin.ft.	3.30	4,158.00
Portable Barricade	4 only	100.00	400.00
Guard Rail Anchors	28 only	200.00	5,600.00
Extra for Guard Rail Bridge Connections	19 only	200.00	3,800.00
Extra Posts with Blocks	9 only	20.00	180.00
Extra Rail Elements	55 lin.ft.	2.00	110.00
Concrete Median Barrier	75 cu.yd.	110.00	8,250.00
Concrete Shoulder Barrier	150 cu.yd.	110.00	16,500.00
Type 2 Fence	45,100 lin.ft.	0.49	22,099.00
Extra for Asphalt Curbs	1,500 lin.ft.	1.25	1,875.00
Loose Riprap, Class 50	700 cu.yd.	6.25	4,375.00
Loose Riprap, Class 700	11,500 cu.yd.	6.25	71,875.00
56' Cattle Guards	2 only	6,500.00	13,000.00
Guide Posts	287 only	8.00	2,296.00
Guide Posts, Flexible	50 only	15.00	750.00
Salvaging & Re-laying Pipe	50 lin.ft.	10.00	500.00
Roadside Seeding & Mulching	107 acre	300.00	32,100.00
Bridge Removal Work	All Required (17%)		2,125.00
Preparation of Slopes	380 sq.yd.	3.00	1,140.00
Concrete Slope Paving	380 sq.yd.	10.00	3,800.00

Berm Paving	80 sq.yd.	8.00	640.00
Slope Paving Curb	150 lin.ft.	5.00	750.00
Signing			
Removal of Existing Sign Installations	All Required (45%)		1,125.00
Painted Wood Sign Posts	All Required (45%)		472.50
Sign Support Footings	All Required (45%)		1,867.50
Breakaway Sign Posts	All Required (45%)		4,050.00
Pipe Sign Posts	All Required (45%)		495.00
Single Sign Supports	All Required (45%)		877.50
Double Sign Supports	All Required (45%)		472.50
Move Existing Signs	All Required (45%)		1,406.25
Type "A" Signs in Place	273 sq.ft.	6.70	1,829.10
Type "C", "D" & "R" Signs in Place	120 sq.ft.	4.50	540.00
Type "E" Signs in Place	18 sq.ft.	5.00	90.00
Illumination			
Illumination Installation, Complete	All Required (5%)		2,170.00
			$2,951,797.35
Flagging (60% of Contractor's Cost)	All Required (95%)		$ 23,750.00
Temporary Erosion Control	All Required (95%)		9,500.00
On the Job Trainees ($0.80 per hr.)	All Required (95%)		4,560.00
			$ 37,810.00
	Subtotal		$2,989,607.35
	10% Engr. & Cont.*		297,960.65
			$3,287,568.00
Credit for Salvaged Guard Rail Panels	57,360 lb.	0.015	(860.00)
			$3,286,708.00

*Reduced in Accordance with Para. 5 (Project Field Office) PPM 30-6.

Type Code 6204
Roadway A.C. Pave. (Sta. 1158+50 to Sta. 1186+00)

Mobilization	All Required (8%)	$ 12,080.00
Temporary Protection and Direction of Traffic	All Required (8%)	2,000.00
Clearing and Grubbing	All Required (5%)	1,500.00

Removal of Structures and Obstructions	All Required (5%)		500.00
Ditch Excavation	5 cu.yd.	1.50	7.50
General Excavation	12,500 cu.yd.	0.70	8,750.00
Overhaul	1,065 C-yd.sta.	0.40	426.00
Trench Excavation	42 cu.yd.	4.00	168.00
Finishing Roadbed and Slopes	All Required (5%)		455.00
Watering	600 M-gal.		NO BID
Bituminous Base Mixture	1,250 ton	4.10	5,125.00
Asphalt in Bituminous Base Mixture	70 ton	42.00	2,940.00
3/4" - 0 Aggregate Base	350 ton	2.35	822.50
Plant Mix Aggregate Base	11,000 ton	2.25	24,750.00
Aggregate Shoulders	4,300 ton	2.25	9,675.00
Cement Treated Base Mixture	4,400 ton	2.50	11,000.00
Portland Cement in CTB Mixture	240 ton	30.00	7,200.00
Asphalt in Seal	12 ton	60.00	720.00
Class "B" Asphalt Concrete Mixture	6,400 ton	4.10	26,240.00
Asphalt Cement in Mixture	420 ton	42.00	17,640.00
Asphalt in Tack Coat	3 ton	60.00	180.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	4.00	120.00
MC-250 Asphalt in Prime Coat	6 ton	60.00	360.00
Reinforced Concrete Bridge End Panels	100 sq.yd.	22.00	2,200.00
15-inch Culvert Pipe	110 lin.ft.	5.00	550.00
18-inch Culvert Pipe	30 lin.ft.	6.00	180.00
24-inch Culvert Pipe	80 lin.ft.	7.00	560.00
15-inch Paved Culvert End Slopes	8 only	85.00	680.00
18-inch Paved Culvert End Slopes	5 only	100.00	500.00
24-inch Paved Culvert End Slopes	1 only	155.00	155.00
Concrete Inlets, Type G-2MA	1 only	320.00	320.00
Guard Rail, Type 2A	250 lin.ft.	3.70	925.00
Guard Rail Anchors	2 only	200.00	400.00
Extra for Guard Rail Bridge Connection	2 only	200.00	400.00
Type 2 Fence	200 lin.ft.	0.49	98.00
Guide Posts	11 only	8.00	88.00
Roadside Seeding and Mulching	5 acre	300.00	1,500.00

Signing

Removal of Existing Sign Installations	All Required (55%)		1,375.00
Painted Wood Sign Posts	All Required (55%)		577.50
Sign Support Footings	All Required (55%)		2,282.50
Breakaway Sign Posts	All Required (55%)		4,950.00
Pipe Sign Posts	All Required (55%)		605.00
Single Sign Supports	All Required (55%)		1,072.50
Double Sign Supports	All Required (55%)		577.50
Move Existing Signs	All Required (55%)		1,718.75
Type "A" Signs in Place	718 sq.ft.	6.70	4,810.60

Type "C", "D" & "R" Signs in Place	30 sq.ft.	4.50	135.00
	Subtotal		$ 159,319.35
Flagging (60% of Contractor's Cost)	All Required (5%)		1,250.00
Temporary Erosion Control	All Required (5%)		500.00
On the Job Trainees ($0.80 per hr.)	All Required (5%)		240.00
			$ 1,990.00
	Subtotal		$ 161,309.35
	10% Engr. & Cont.		16,130.65
	Total		$ 177,440.00

Safety Improvements (Sta. 1167+00 to Sta. 1193+00)

Type Code Y101

Removal of Structures and Obstructions	All Required (5%)		$ 500.00
Guard Rail Type 2A	3,550 lin.ft.	3.70	13,135.00
Median Barrier	380 lin.ft.	8.90	3,382.00
Guard Rail Anchors	24 only	200.00	4,800.00
Extra for Guard Rail Bridge Connections	4 only	200.00	800.00
Extra Posts with Blocks	17 only	20.00	340.00
Extra Rail Elements	105 lin.ft.	2.00	210.00
Guide Posts	42 only	8.00	336.00
Guide Posts, Flexible	15 only	15.00	225.00
	Subtotal		$ 23,728.00

Type Code Y030

Illumination Installation, Complete	All Required (95%)		41,230.00
	Subtotal		$ 64,958.00
	10% Engr. & Cont.		6,495.00
	Total		$ 71,453.00
Credit for Salvaged Light Poles	8,800 lb.	0.015	(132.00)
	Total		$ 71,321.00

Type Code X028
Owyhee Canal Box Culvert ("EB" Sta. 965+99.50 to "EB" Sta. 966+20.50) (Length 21')

Trench Excavation	2,500	cu.yd.	4.00	$ 10,000.00
Class "A" Concrete in Box Culvert	450	cu.yd.	100.00	45,000.00
Reinforcement in Box Culvert	58,000	lb.	0.18	10,440.00
				$ 65,440.00

Type Code X281
Doman Road Overcrossing W. Bd. (Str. No. 7971A) (Sta. WB 1055+28 to WB 1056+69) (Length 141')

Shoring, Cribbing, Etc.	All	Required (14%)		$ 21,000.00
Structure Excavation	590	cu.yd.	6.50	3,835.00
Structure Excavation Below Elevations Shown	50	cu.yd.	10.00	500.00
Furnish Steel Piling	630	lin.ft.	4.60	2,898.00
Drive Steel Piles	14	only	110.00	1,540.00
Splice Steel Piles	4	only	30.00	120.00
Class "A" Concrete (404 c.y.)	All	Required (13%)		41,704.00
Deck Seal	660	sq.yd.	2.10	1,386.00
40'/45' Type III Prestressed Beams	5	only	1,270.00	6,350.00
45'/50' Type III Prestressed Beams	5	only	1,380.00	6,900.00
50'/55' Type III Prestressed Beams	5	only	1,540.00	7,700.00
Reinforcement (78,400 lb.)	All	Required (14%)		13,44[illegible].00
Membrane Waterproofing	600	sq.yd.	7.50	4,500.00
Preparation of Slopes	920	sq.yd.	3.00	2,760.00
Concrete Slope Paving	920	sq.yd.	10.00	9,200.00
Berm Paving	110	sq.yd.	8.00	880.00
8-inch Culvert Pipe	130	lin.ft.	4.00	520.00
				$ 125,233.00

Type Code X081
Malheur River Bridges (Str. Nos. 7935A & 7935B) (Sta. 1154+53 to Sta. 1158+26.5) (Ave. Length 373.5')

Bridge Removal Work	All	Required (83%)		$ 10,375.00
Shoring, Cribbing, Etc.	All	Required (86%)		129,000.00
Structure Excavation	3,510	cu.yd.	6.50	22,815.00
Structure Excavation Below Elevations Shown	330	cu.yd.	10.00	3,300.00
Furnish Steel Piling	1,540	lin.ft.	4.60	7,084.00
Drive Steel Piles	44	only	110.00	4,840.00
Splice Steel Piles	10	only	30.00	300.00
Class "A" Concrete (2,652 c.y.)	All	Required (87%)		279,096.00
Deck Seal	3,840	sq.yd.	2.10	8,064.00
40'/45' Type III Prestressed Beams	3	only	1,270.00	3,810.00

50'/55' Type III Prestressed Beams	2 only	1,540.00	3,080.00
65'/70' Type III Prestressed Beams	5 only	1,920.00	9,600.00
70'/75' Type III Prestressed Beams	12 only	2,040.00	24,480.00
75'/80' Type III Prestressed Beams	19 only	2,200.00	41,800.00
80'/85' Type III Prestressed Beams	8 only	2,380.00	19,040.00
85'/90' Type III Prestressed Beams	6 only	2,450.00	14,700.00
Reinforcement (491,300 lb.)	All Required (86%)		82,560.00
8-inch Culvert Pipe	110 lin.ft.	4.00	440.00
			$ 664,384.00

Type Code X280
County Road O'xing (Str. Nos. 7979A & 7979B) (Sta. 939+93 to Sta. 941+05) (Length 112')

Structure Excavation	200 cu.yd.	6.50	$ 1,300.00
Furnish HP 10x42 Steel Piling	2,720 lin.ft.	4.60	12,512.00
Drive Steel Piles	68 only	110.00	7,480.00
Splice Steel Piles	16 only	30.00	480.00
Class "A" Concrete (196 c.y.)	All Required		29,400.00
3'x30'/35' Prestressed Slabs	4 only	1,100.00	4,400.00
3'x35'/40' Prestressed Slabs	4 only	1,150.00	4,600.00
3'x40'/45' Prestressed Slabs	4 only	1,350.00	5,400.00
4'x30'/35' Prestressed Slabs	20 only	1,075.00	21,500.00
4'x35'/40' Prestressed Slabs	20 only	1,100.00	22,000.00
4'x40'/45' Prestressed Slabs	20 only	1,275.00	25,500.00
Reinforcement (22,300 lb.)	All Required		4,500.00
Membrane Waterproofing	1,100 sq.yd.	6.00	6,600.00
Preparation of Slopes	820 sq.yd.	3.00	2,460.00
Concrete Slope Paving	820 sq.yd.	10.00	8,200.00
Berm Paving	140 sq.yd.	8.00	1,120.00
8-inch Culvert Pipe	150 lin.ft.	4.00	600.00
			$ 158,052.00
	Subtotal		$1,013,109.00
	10% Engr. & Cont.		101,310.00
	Total		$1,114,419.00

Length of PCC Pavement		5.840 miles
Length of AC Pavement		0.525 mile
Length of Safety Improvement		0.133 mile
Length of Structures (4)		0.123 mile
	Total	6.621 miles

Cost of PCC Pavement per Mile	$562,792.47
Cost of AC Pavement per Mile	$337,980.95

Retained in Program Status

Slide Correction	All Required	$ 10,000.00
Permanent Striping	All Required	2,000.00
Temporary Striping	All Required	1,000.00
Remove Stanton Blvd. Lights	All Required	800.00
Pipe Bedding Materials	All Required	200.00
Work by Idaho Power Co.	All Required	1,000.00
Replace Service Roads	All Required	7,000.00
	Subtotal	$ 22,000.00
	10% Engr. & Cont.	2,200.00
	Total	$ 24,200.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
PCC Pavement	$3,286,708.00	$3,032,316.00	$254,392.00
AC Pavement	177,440.00	163,706.00	13,734.00
Safety Improvement	71,321.00	65,800.00	5,521.00
Structures	1,114,419.00	1,028,162.00	86,257.00
Subtotal	$4,649,888.00	$4,289,984.00	$359,904.00
Retain in Program	24,200.00	22,326.00	1,874.00
Total	$4,674,088.00	$4,312,310.00	$361,778.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix: 623-1024

Contract No. 7605

7605

Claim 484

FILED
NOV 20 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
11-23-73

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1973

Gordon H. Ball, Inc.
Box 897
Renton, Washington 98055

Gentlemen:

This is to acknowledge receipt of your letter of November 16, 1973, informing us that J. C. Compton Company and Ross Bros. Construction, Inc., joint-venture owes you for P.C.C. paving in the amount of $23,067.38.

From the description given in your letter, this appears to be in reference to the J. C. Compton Company and Ross Bros., Construction, Inc., Contract No. 7605 for work on the North Fork Jacobsen Gulch-North Ontario Interchange Section of the Old Oregon Trail in Malheur County.

The Travelers Indemnity Company and General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

R. H. Graham, Assistant Manager
ADMINISTRATIVE SERVICES

RHG:ks
cc J. C. Compton Company
and Ross Bros. Construction, Inc.
P. O. Box 86
McMinnville, Oregon 97128

General Insurance Co. of America
1300 S. W. First
Portland, Oregon 97201
The Travelers Indemnity Co.
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06103

RECEIVED
NOV 21 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Hon. Clay Myers - Please Acknowledge receipt of the attached claim on the enclosed copy of this letter.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Gordon H. Ball, Inc.

November 16, 1973

Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Subject: OSHD Contract No. 760[illegible]
N. Fork Jacobson Gulch - N. Ontario Interchange
Notice of Lien

Gentlemen:

Our Company performed the P.C.C. paving and related work for the above referenced project. The work was performed under a subcontract dated September 7, 1971 which was submitted for approval to the Resident Engineer. Our said subcontract shows the full name and address of the prime contractor to be as follows:

J. C. Compton Co. & Ross Bros. Construction, J.V.
P. O. Box 86
McMinnville, Oregon 97128

We would like this letter to serve as notice of a lien against the above referenced project in accordance with the statutes of the State of Oregon.

Recapitulation of what the prime contractor owes the subcontractor is as follows:

Work performed including force account in 1972	$498,602.35
Less payments to date	475,534.97
Balance due Gordon H. Ball, Inc.	$ 23,067.38

The amount of our lien is therefore $23,067.38.

A DILLINGHAM COMPANY
BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 226-8480

We would appreciate your earliest possible action in this matter.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

BRF:mls

cc: J. C. Compton - Ross Bros. Construction

RECEIVED
NOV 19 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7605

November 8, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-Aid Project
No. I-80N-8(23)367

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

RECEIVED
STATE HWY ENGR
FEB 11 74
REFER TO
FOR
Info | Invest | J/D | D/R | Sign | Act | File

Contract 7605, Work Completed November 1, 1973

Project N. Fork Jacobsen Gulch-N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

2-12-74
Concur.
TOTA

Acceptance Date _____

Conditions not acceptable: The original contract work is completed satisfactorily; however, a storm that occurred last year caused erosion which has to be corrected.

for G. L. Green
Division Engineer

NOTED
H.S. COULTER

BMW:dg

cc F. B. Klaboe
L. H. Young

7605

October 22, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19 notifying us that your client's claim against J. C. Compton Co. and Rees Bros. Construction, Inc. has been satisfied.

The claim against Contract No. 7605 was in the amount of $11,395.75.

We have noted our files accordingly and will inform all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td
cc J. C. Compton Co. and
Rees Bros. Construction, Inc.
P. O. Box 86
McMinnville, Oregon 97128

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

General Insurance Co. of America
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

NOTED ON CARD
10-22-73 TD.

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD McL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

October 19, 1973

Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. - Claims of Lien

Gentlemen:

Enclosed herewith please find a duly executed Notice of Release of Claims of Lien of the seven (7) Claims of Lien therein described.

Very truly yours,

FERGUSON & BURDELL

By: Donald McL. Davidson

DMD:bm
cc: Secretary of State
Tom Ferguson (Mercer Steel Company)

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA

Cents ($3,604.11).

6. AGainst RAY KIZER, RAY KIZER CONSTRUCTION COMPANY, THE TRAVELERS INDEMNITY COMPANY and GREAT AMERICAN INSURANCE COMPANY, on State Highway Contract No. 7539, in the amount of Seventeen Thousand, Four Hundred Thirteen Dollars and Seventy-Eight Cents ($17,413.78);

7. Against SCHRADER CONSTRUCTION COMPANY, INC., and RELIANCE INSURANCE COMPANY, on State Highway Contract No. 7681, in the amount of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents ($1,814.23).

DATED October 18, 1973.

TRI-M ERECTORS, INC.,

By: B P Babbitt

Bruce P. Babbitt
Attorney and Agent

5

OREGON STATE HIGHWAY DIVISION

TO: H.S. Coulter

SUBJECT: 623-1024 N.Fk. Jac. Gl.- N. Ont. Intch #7605

FROM: J.C. Jenkins

DATE: 9/21/73

Ref. our tel. conversation this date:
Attached is original test report 73-16016 pointing out defects in tensile strength and sheared edges, also letter from resident to Coral rejecting these back up plates. Also Attached is lab report 73-20040 accepting tensile strength on retest but maintaining non conformance with spec because of sheared edges. Report also suggests painting edges.

Marwais phone call of this date states Region concerned about rust from punched bolthole edges showing on front of rail. They (Marwais) doubt this will happen. I have not seen sheared edges that pled rust in the past. Vertical sheared edges, which were those with "severe peeling" could be painted without dismantling Marwais says 600 plates involved, cost $1.10 each. Would rather cut price to $.55 than pay Coral back charge labor to dismantle & paint.
Marwais points out material on jib & mgs. before being questioned.

J.C. Jenkins
(SIGNATURE)

PLEASE REPLY HERE

I have not seen the material in question and do not know that I have the whole story from Marwais. There have been sheared-edge backup plates installed in Region 5, and probably other Regions, by error in the past. These might tell something about what detrimental effects would be felt. An example is in the Hot Springs area just south of LaGrande.

To Jenkins:
Believe we should insist on incorporating in Project specs that meet specs or have been corrected. This would mean either replacing plates with galvanized ones or painting edges as noted below.

[signature] (SIGNATURE) 9/26/73 (DATE)

CC: Swartz

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

623-1024

OREGON STATE
HIGHWAY DIVISION

Ontario, Oregon
July 16, 1973

Coral Corporation
P. O. Box 258
Gladstone, Oregon

Re: N. Fk. Jacobsen Gulch–
N. Ontario Interchange
Contract 7005
Guard Rail

Enclosed please find copy of Laboratory Report #9723 for guard-rail backup plate which was submitted for testing by this office.

Contrary to the project Special Provisions these backup plates were fabricated from material that had been galvanized before shearing, resulting in unprotected edges and some pealing adjacent to edges. Also the tensile strength obtained from this sample does not comply with the minimum strength requirement.

All backup plates represented by this sample shall be considered rejected and those which have been incorporated in guardrail and median barrier runs shall be replaced with material meeting contract requirements.

P. F. Burnett
Resident Engineer

D W Sledge

by D. W. Sledge
Asst. Res. Engr.

Encl.

cc: Compton & Ross, J. V.
C. T. Keasey, Const. Engr.
John C. Jenkins, Engr. of Mats.
W. E. Schwartz, Reg. Engr.
R. E. Rannells, Reg. Inspector

RECEIVED
JUL 18 1973
MATERIALS DIVISION
OFFICE

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-16016
Data Sheet No. 9723
Prefix 623-1024
Laboratory charge $41.00

GUARDRAIL
Project N. Fork Jacobsen Gulch-N. Ontario Inter.
Highway Old Oregon Trail
Contractor J.C. Compton & Ross Bros. No. 7605
Submitted by P. F. Burnett
Source of Material Marwais Steel Co., Fontana, Calif.
Sampled or inspected at Job site
Sampled or inspected by Tom Eiguren 6-13-73

Date received 6-26-73
Date reported 7-6-73
F.A. No. I-80N-8(23)367
To be used Guardrail
Quantity represented 818 pcs.

AASHO M180-70 Guardrail backup plate
Class A Type 2

Dimensions
Zinc coating, oz./sq. ft. sheet: OK
Triple spot No. 1 = 4.96
No. 2 = 5.02
No. 3 = 4.88
Average = 4.95

RECEIVED
JUL 11 1973
P. F. BURNETT
Resident Engineer

Tensile properties:
Test area, sq. in. = 0.0510
Yield point, lbs. = 2610
Yield point, psi = 51,200
Tensile strength, lbs. = 3540
Tensile strength, psi = 69,400
Elongation % in 2 inches = 26.0

RECEIVED
JUL 18 1973
MATERIALS DIVISION
OFFICE

Coated thickness, inch = 0.108

Special Provisions require that galvanizing be applied after febrication. Sample submitted has been sheered and punched, resulting in uncoated edges and minor pealing of coating adjacent to edges. Tensile strength does not meet the 70 KSI min. requirement.

REPORT TO:

- [ ] F.H.W.A.
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [x] Region Engineer Schwartz
- [x] Resident Engineer Burnett
- [ ] District Engineer
- [x] Files

SP*66363-734

x J. C. Compton
x Conklin
x Rief

RECOMMENDATION:

Material as represented by this sample does, not comply with specifications.
as noted.

P. F. B.

NOTED
D. W. SLEDGE

J. C. Jacobsen

Form E-66—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

GUARDRAIL (BACKUP PLATES)

Project N. Fork Jacobsen Gulch-N. Ontario Inter.
Highway Old Oregon Trail
Contractor J. C. Compton Co. & Sons - Ross Bros. Const., Inc. No. 7605
Submitted by P. F. Burnett
Source of Material Marwais Steel Co.
Sampled or inspected at Jobsite To be used Guardrail
Sampled or inspected by J. Ciha, Aug. 13, 1973 Quantity represented

Laboratory No. 73-20040
Data Sheet No. A 9304
Prefix 623-1024
Laboratory charge $70.00
Date received Aug. 16, 1973
Date reported Aug. 27, 1973
F.A. No. I-80N-8(23)367

AASHO M180-70 Guardrail Backup Plate
Class 'A', Type 2
Supplement to Lab. No. 73-16016, Data No. A 9723

Sample No.	=	2	3
Dimensions	=	OK	See Note 1
Zinc Coating, oz./sq. ft. Sheet:		(See Note 2)	
Triple Spot No. 1	=	4.29	4.39
No. 2	=	4.41	3.42
No. 3	=	4.29	3.66
Ave.	=	4.33	3.82
Tensile Properties:			
Test Area, sq. in.	=	0.0492	0.0522
Yield point, lbs.	=	2745	3660
Yield point, psi	=	55800	70100
Tensile strength, lbs.	=	3630	4280
Tensile strength, psi	=	73800	82000
Elongation % in 2 inches	=	24.0	24.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer Burnett
- ☐ District Engineer
- X ☐ Files
- X Chief
- X J. C. Compton Co. & Sons

John C. Gibbons

Form E-60—(Rev. 8-71)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

GUARDRAIL BACKUP PLATES

Laboratory No. 73-20040
Data Sheet No. A 9304
Prefix 623-1024
Laboratory charge

Project N. Fork Jacobsen Gulch-N. Ontario Inter.
Highway
Contractor No. 7605
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

	Measured	Specified
Note 1: Dimensions		
Corrugation Depth at Center =	2-7/8"	3-3/16"
Corrugation Depth at Edges =	3-5/8 & 3-3/8"	3½"

Dimensions acceptable if the pieces can be made to fit the rail.

Note 2: Zinc

Special Provisions require galvanizing after fabrication. Samples submitted were sheared and punched after galvanizing, resulting in severe pealing of coating adjacent to edges.

Bare edges may be acceptable if painted with two coats of zinc-rich paint.

Zinc coating Spot #2 of Sample 3 fails to meet the single spot minimum requirement of 3.6 oz./sq. ft. surface.

Two out of three specimens comply with weight of coating requirement, indicating substantial conformance.

Note 3: Tensile Strength

Two out of three specimens were found to comply with tensile requirements, indicating substantial conformance.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, ~~does not~~ comply with specifications, except as noted.

7605

4825

FILED
SEP 14 1973
CLA[illegible]

RECEIVED
[illegible] 18 AM '73
[illegible]RS
[illegible]TATE

OREGON STATE HIGHWAY DIVISION

September 13, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

NOTED ON CARD
9-18-73 KB

Gentlemen:

This is to acknowledge receipt of your letter of September 10, 1973, informing us that your client, Tri-M Erectors, Inc., has a claim in the amount of $11,395.75 against J. C. Compton Company and Ross Bros. Construction, Inc., for the placing of reinforcing steel.

From the description given in your letter, this appears to be in reference to the J. C. Compton Company and Ross Bros. Construction, Inc., Contract No. 7605 for work on the North Fork Jacobsen Gulch-North Ontario Interchange Section of the Old Oregon Trail in Malheur County.

The Travelers Indemnity Company and the General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc J. C. Compton Company and Ross Bros. Construction, Inc.
Travelers Indemnity Company
General Insurance Co. of America

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

RECEIVED
SEP 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

8-123

WM. H. FERGUSON
CHARLES S. BURDELL (1972)
WM. WESSELHOEFT
DONALD McL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

September 10, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. Claims of Lien

Gentlemen:

Enclosed please find five (5) notices of claims of lien of Tri-M Erectors, Inc. for placing of re-enforcing steel on State Highway Contracts Nos. 7566, 7605, 7563, 7670 and 7760.

I would appreciate it if you would send me acknowledgement of the receipt of the enclosed claims.

Yours very truly,

FERGUSON & BURDELL

By: Bruce P. Babbitt

BPB/lc

Enclosures

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF CLAIM OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75) against the bond taken from J. C. COMPTON CO., an Oregon corporation and ROSS BROS. CONSTRUCTION, INC., an Oregon corporation, in a joint venture, as principal, and THE TRAVELERS INDEMNITY COMPANY, a Connecticut corporation and GENERAL INSURANCE COMPANY

NOTICE OF CLAIM OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75) against the bond taken from J. C. COMPTON CO., an Oregon corporation and ROSS BROS. CONSTRUCTION, INC., an Oregon corporation, in a joint venture, as principal, and THE TRAVELERS INDEMNITY COMPANY, a Connecticut corporation and GENERAL INSURANCE COMPANY OF AMERICA, a Washington corporation, as co-sureties, for the work of grading, paving, structures, signing and illumination on the North Fork Jacobsen Gulch - North Ontario Interchange section of the Old Oregon Trail in Malheur County, Oregon, being State Highway Contract No. 7605.

DATED September 7th, 1973.

TRI-ERECTORS, INC.

By: B P Babbitt
Bruce P. Babbitt,
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7605

July 13, 1973

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

As advised in your letter of July 11, 1973, we have noted your records to indicate your claim in the amount of $11,689.85 against J.C. Compton Company and Ross Bros. Construction, Inc. (Contract No. 7605) has been satisfied. We will notify the sureties involved of this fact.

Thank you for your letter.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

RMG:td
cc The Travelers Indemnity Co.
General Insurance Co. of America
J.C. Compton Co. and Ross Bros.
Construction, Inc.

NOTED ON CARD
7-13-73 RD.

Gordon H. Ball, Inc.

July 11, 1973

Russ
pls. ack'n-
C&C

Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Attention: C. W. Head, Secretary

Re: OSHD Contract No. 7605
N. Fork Jacobsen Gulch - N. Ontario Interchange

Gentlemen:

In reply to your letter of June 29, 1973 in which you acknowledged our claim from the above captioned contractor and subject project, we wish to offer the following information.

The amount mentioned was $11,689.85 for retainage due us for paving work performed for them.

We are hereby advising you by means of this writing, that this claim has been satisfied and we wish to cancel our claim.

We sincerely apologize for any inconvenience that we may have caused the department and are thanking you for your cooperation in this matter.

Very truly yours,

GORDON H. BALL, INC.

John T. Blincoe
Chief Engineer

JTB/KP:ms

cc: Compton & Ross
General Insurance
P. Nakama, DAnville
Job 509 - Dispute File
Job 509 - File

RECEIVED
JUL 12 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

A DILLINGHAM COMPANY
BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 228-0480

7605

Claim No. 5

FILED
JUL - 2 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Jul 2 10 25 AM '73
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 29, 1973

Gordon H. Hall, Inc.
P. O. Box 597
Renton, Washington 98055

RECEIVED
JUL 3 - 1973
STATE HIGHWAY COMMISSION

NOTED ON CARD
7-3-73

Gentlemen:

This is to acknowledge your letter of June 27, 1973, advising us that J. C. Compton Co. & Ross Bros. Construction, Inc. owe you $11,689.85 for retainage due from paving work performed for them.

From the description given in your letter, this claim appears to be in reference to the J. C. Compton Co. & Ross Bros. Construction, Inc., Contract No. 7605 for work on the N. Fork Jacobsen Gulch-N. Ontario Interchange Section of the Old Oregon Trail Highway in Malheur County.

The General Insurance Company of America and Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward a copy to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Co. of America
Travelers Indemnity Company
J. C. Compton Co. & Ross Bros. Const., Inc.

Hon. Clay Myers. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Gordon H. Ball, Inc.

June 27, 1973

Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Reference: O.S.H.D. Contract No.7605
N. Fork Jacobsen Gulch - N. Ontario Interchange

Subject: Non-Payment of Accounts, by
J. C. Compton Co.-Ross Bros. Construction, J.V.

Gentlemen:

Our company performed the P.C.C. paving and related work for the above referenced project, under subcontract to the Compton-Ross joint venture prime contractor. Our subcontract shows the full name and address of the prime contractor to be as follows;

J. C. Compton Co. & Ross Bros. Construction, J.V.
P. O. Box 86
McMinnville, Oregon 97128

As of this date, the above prime contractor has a six months past due account with us in the amount of $11,689.85 for return of retained percentage in excess of 5% of our contract value.

We have attached copies of our letters dated November 29, 1972 and June 27, 1973, and our invoice No.500-509-1 dated November 29, 1972 for your information.

Please consider this notice as a lien against the above referenced project in accordance with the Statutes of the State of Oregon.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:ms

cc: J. C. Compton Co.-Ross Bros. Construction

RECEIVED
JUN 29 1973
STATE HIGHWAY COMMISSION

Inc.
A DILLINGHAM COMPANY
BOX 867 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

7605

NOTED ON CARD
6-7-73 KS

June 7, 1973

Oregon Portland Cement Company
111 S. E. Madison
Portland, Oregon 97214

Gentlemen:

This is to acknowledge receipt of your letter of June 5 notifying us that your claim in the amount of $1,630.04 against Gordon H. Ball, Inc., has been satisfied.

We have included your letter in our Contract File No. 7605 and have noted our records to indicate the satisfaction of the claim.

We will notify all interested parties of this information.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG:ks
cc J. C. Compton Company
Rose Bros. Construction, Inc.
Gordon H. Ball, Inc.
General Insurance Co. of America
The Travelers Indemnity Company

OREGON PORTLAND CEMENT COMPANY

INCORPORATED 1915

June 5, 1973

Honorable Cecil W. Head, Secretary
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: Oregon State Highway Department
Contract no. 7605
North Fork Jacobsen Gulch
North Ontario Interchange Section,
Old Oregon Trail

Gentlemen:

We wish to inform you that our claim in the amount of $1,650.04 against Gordon H. Ball, Inc. (paving sub-contractor) covering materials used in connection with the construction of the subject project has been satisfied. We therefore release our claim which has been filed with your department.

Very truly yours,

OREGON PORTLAND CEMENT COMPANY

Emery N. Sundberg
Secretary

ENS/s

cc: J. C. Compton Company
Ross Bros. Construction, Inc.
General Insurance Co. of America
The Travelers Indemnity Co.
Miller, Anderson, Nash, Yerke & Wiener

NOTED
C. W. HEAD

RECEIVED
JUN 7 1973
STATE HIGHWAY DEPT.

111 S.E. MADISON • PORTLAND, OREGON 97214 • (503) 233-5353

5

OREGON STATE HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO G. L. Green, Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-8(23)367

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7605 State Force Order No. 8

Project N. Fk. Jacobsen Gulch - N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

This order covers the cost of permanent striping on this project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed prices for striping. The estimated cost of the work is $2524.5 with Federal participation in the amount of $2,272.05. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 2, 1973.

Your approval as of May 2, 1973 is requested.

Attach.

BMW:dqk

5

7605

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE: April 24, 1973

TO: Mr. C. T. Keasey
Construction Engineer

FROM: R. W. Ellison
Bridge Administration Engineer

SUBJECT: N. Fork Jacobsen Gulch-N. Ontario Intch. Sec.
Old Oregon Trail Highway
Contract 7605
Rodent Damaged Electrical Cable

We have reviewed the electrical subcontractor's proposed plan and estimate for placing all wire in conduit at the North Ontario Interchange. His design is adequate and his prices per foot are reasonable, but we submit the following comments and recommendations for your consideration.

The estimated length of conduit submitted was 10,000 feet. Allowing a generous amount for overrun, our estimate of length is only 8,000 feet.

We do not concur with the contractor's recommendation of using no conduit smaller than 1 1/2". One inch conduit is adequate for more than half the installation.

The contractor submitted two estimates—one for Schedule 40 PVC conduit and one for rigid conduit wrapped with Scotchrap #50. We recommend using the Schedule 40 PVC conduit.

Attached are 6 reduced prints of drawing #27190, our recommended design and layout of the conduit. Our estimate of cost for this design is $15,000.

Tentative approval for this work was received from Richard Nichols of the Federal Highway Administration on April 23, 1973.

JHW:dh
Attachment

cc H. S. Coulter
W. E. Schwartz /w/ 2 attach.
Frank Burnett /w/ 2 attach.

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7605

Salem, Oregon
April 11, 1973

SUBJECT: N. Fork Jacobsen Gulch-North
Ontario Interchange Section
Old Oregon Trail Highway
Contract No. 7605

To: Walt Hart
Bridge Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is correspondence and photos regarding rodent damage to the direct burial electrical cable at the North Ontario Interchange.

The electrical subcontractor, Tri-State Electric of Boise, Idaho, has submitted a proposed plan and estimates of cost for placing all the wire in either P.V.C. conduit or Rigid Steel conduit wrapped with Scotchwrap #50.

Would you please have someone check this design and give us a recommendation. Time is of the essence as the contractor is ready to proceed with the work if approved.

CTK:fw
Enc.
cc: H. S. Coulter
W. E. Schwartz

RECEIVED
APR 12 1973
Office of
Assistant State Highway Engineer

COPY

Tri Electric

COMMERCIAL * RESIDENTIAL * INDUSTRIAL

3416 BENNETT * P.O.BOX 5352 * BOISE, IDAHO 83705

PHONE 342-4636

MARCH 15, 1973

J. C. COMPTON CO.
P.O. BOX 86
McMINNVILLE, OREGON 97128

ATTN: ALAN HAY

RE: CONTRACT 7605
ONTARIO, OREGON

DEAR SIR:

ATTACHED ARE PRICE QUOTATIONS FOR INSTALLING A CONDUIT SYSTEM AND WIRING IN PLACE OF THE DIRECT BURIAL SYSTEM WHICH HAS BEEN DAMAGED BY RODENTS. WE HAVE SUBMITTED PRICES FOR USING P.V.C. (POLYVINYL CHLORIDE CONDUIT) AND RIGID STEEL CONDUIT WRAPPED WITH SCOTCHWRAP # 50. IN OUR OPINION THE P.V.C. CONDUIT IS BEST SUITED FOR THIS INSTALLATION AS IT IS EASIER TO HANDLE AND MORE RESISTENT TO GROUND CHEMICALS. ALSO WE CHECKED WITH THE STATE OF IDAHO HIGHWAY DEPT. WHO HAVE USED P.V.C. THROUGHOUT THE STATE AND THEY HAVE HAD NO RODENT PROBLEMS. CARLON PRODUCTS DIVISION, WHO MANUFACTURE THE P.V.C. ALSO STATE THAT THEY HAVE HAD NO PROBLEMS WITH RODENTS AND FEEL IT IS DUE TO THE HARDNESS OF THE MATERIAL.

WE DO NOT RECOMMEND THE USE OF SMALLER THAN $1\frac{1}{2}$" AS THE COST OF THE CONSUIT IS MINOR AND THERE IS NO REAL DIFFERENCE IN THE LABOR COSTS.

RESPECTFULLY SUBMITTED

TRI-STATE ELECTRIC, INC.

Marvin L. Doty

MARVIN L. DOTY

MLD/MJF

CC: OREGON HIGHWAY DEPT.
F. P. BURNETT

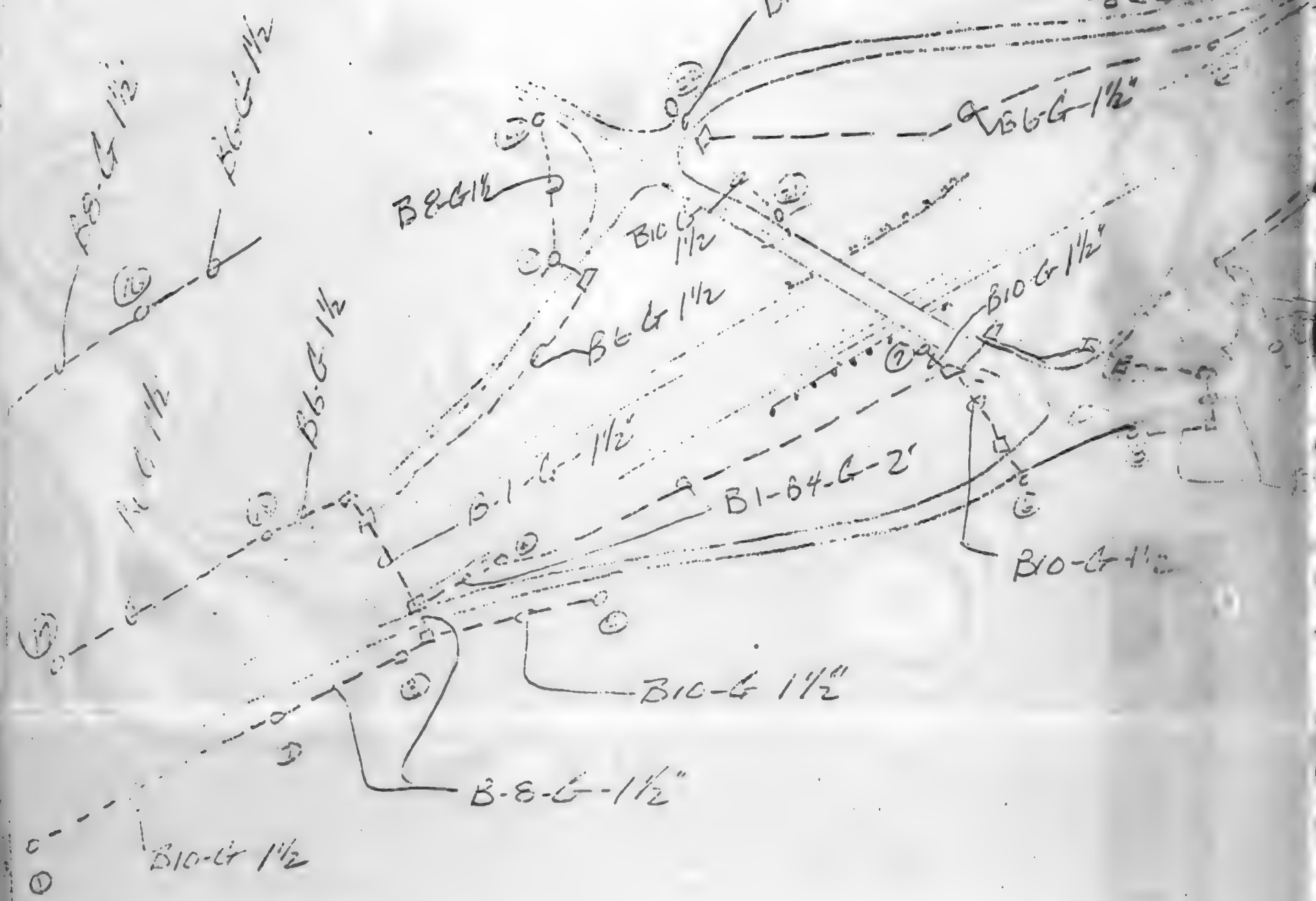
COPY

PRICE BASED ON SCHEDULE 40 P.V.C. CONDUIT

QUANTITY	DESCRIPTION	UNIT PRICE		TOTAL
1,700 Ft.	2½ P.V.C. w/4 - # 1 THW Cop.	PER FT.	$3.37	$ 4,361.00
200 Ft.	2 P.V.C. w/2 - # 1 THW Cop.	PER FT.	1.89	378.00
800 Ft.	2 P.V.C. w/3 - # 1 & 2 - # 4 Cop.	PER FT.	2.25	1,800.00
530 Ft.	1½ P.V.C. w/2 - # 6 & 2 - # 8 Cop.	PER FT.	1.47	779.10
2,000 Ft.	1½ P.V.C. w/2 - # 8	PER FT.	.86	1,720.00
1,580 Ft.	1¼ P.V.C. w/2 - # 10	PER FT.	.76	1,200.80
2,200 Ft.	1½ P.V.C. w/2 - # 6	PER FT.	.96	2,222.00
	NOTE: ALL RUNS INCLUDE # 10 BARE GROUND			
10,000 Ft.	24 INCH EXCAVATION & BACKFILL	PER FT.	.50	5,000.00
12	13 X 19 X 12 JUNCTION BOXES	EACH	31.50	378.00
		TOTAL		$17,868.90

PRICE BASED ON RIGID CONDUIT WRAPPED W/SCOTCHRAP # 50

QUANTITY	DESCRIPTION	UNIT PRICE		TOTAL
1,700 FT.	2½ RIGID W/4 - # 1 THW COP.	PER FT.	$4.77	$ 6,201.00
200 FT.	2 RIGID W/2 - # 1 THW COP.	PER FT.	2.95	590.00
800 FT.	2 RIGID W/2 - # 1 & 2 - # 4	PER FT.	3.31	2,648.00
530 FT.	1½ RIGID W/2 - # 6 & 2 - # 8	PER FT.	2.30	1,219.00
2,000 FT.	1" RIGID W/2 - # 8	PER FT.	1.22	2,440.00
1,580 FT.	1" RIGID W/2 - # 10	PER FT.	1.12	1,769.60
2,200 FT.	1" RIGID W/2 - # 6	PER FT.	1.37	3,014.00
	NOTE: ALL RUNS INCLUDE # 10 BARE GROUND			
10,000 FT.	24 INCH EXCAVATION & BACKFILL	PER FT.	.50	5,000.00
12	13 X 19 X 12 JUNCTION BOXES	EACH	31.50	378.00
		TOTAL		$23,259.60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B-8-G-1½"
B-1-G-1½"
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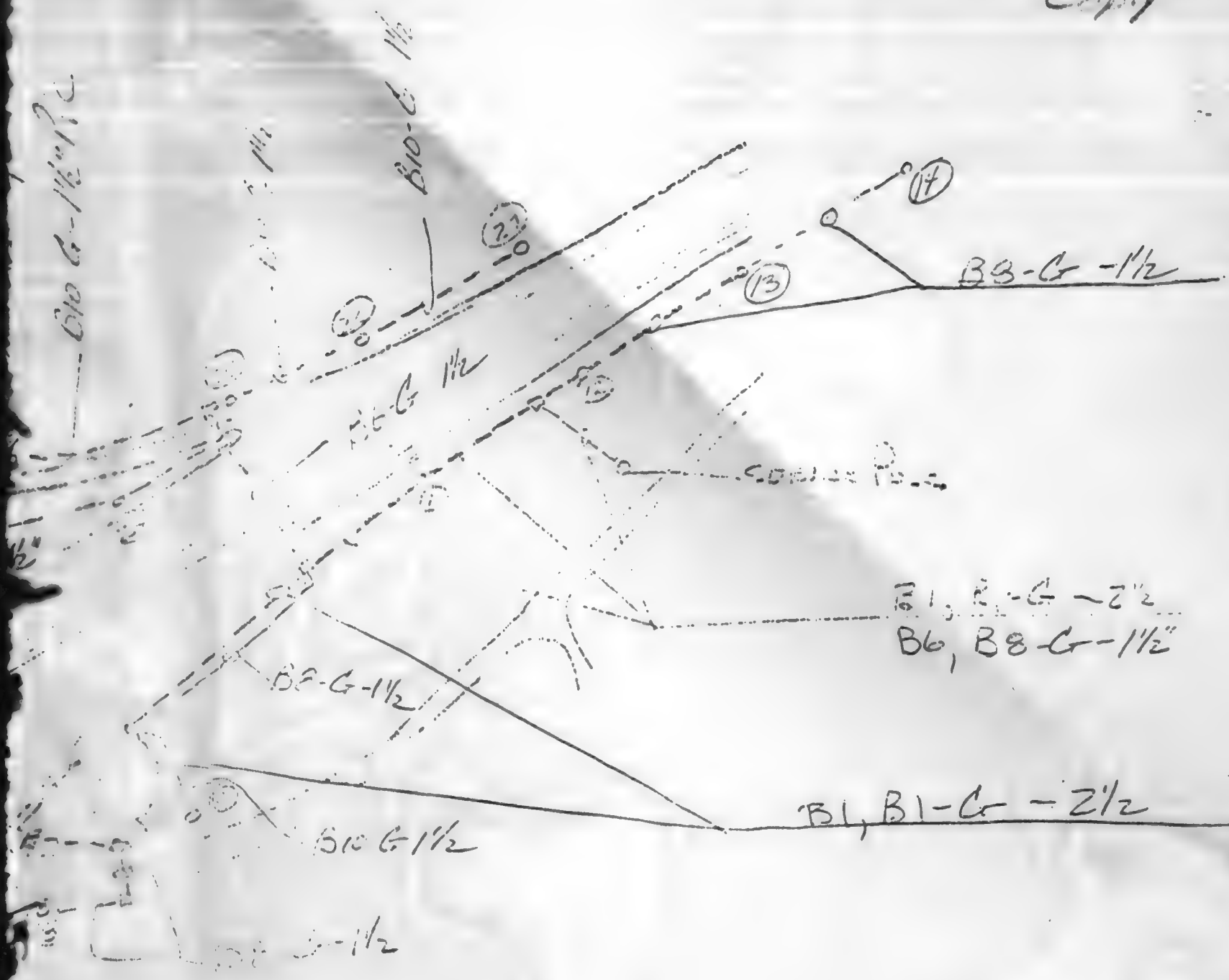

N. Cutler Interchange

CON LAC 37 4-4-73 3.22 PM

C T KEASEY

RE YOUR TT 7 THIS DATE

DOLLAR VALUE OF QUOTE FOR CONDUIT - GOPHER DAMAGE TO ELECTRICAL CABLE-NORTH ONTARIO INTERANGE IS AS FOLLOWS...

P. V. C. $17,868.90

RIGID W/SCOTCHRAP $23,259.60

R C LANG
SHT.

FORM E-30 (REV. 10-68)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 2, 1973

7605

SUBJECT: Engineering Overrun
N. Fk. Jacobsen Gulch - N. Ontario Interchange
Old Oregon Trail Highway
Malheur County
Contract 7605

To:

Mr. H. S. Coulter
Assistant State Highway Engineer

S A L E M

In response to your telephone conversation with W. E. Schwartz concerning the engineering overrun on the N. Fk. Jacobsen Gulch - N. Ontario Interchange I can only confirm what Pat indicated to you that the Contractor's original schedule called for immediate work in completing the project within the first year and the engineering crew was built up and tooled in order to achieve the Contractor's announced intentions. However, as you know, the original schedule fell by the wayside and the work on the project has actually been sporadic. Much of the work has been subcontracted and the proper sequence and organizing of the project, at least in my opinion, has not been handled.

We have tried every attempt when the Contractor was not working on this project to loan out the crews to the resident engineers in the area to assist them in accomplishing their work and we will continue to do this. We keep our crews to a minimum and do everything possible to keep the engineering charges to a minimum and still get the job done.

Attached is a report from P. F. Burnett, resident engineer on the project.

Alfred Shirley, Jr.
Region 5 Construction Engineer

ASJ/bv
Attachment
cc: C. T. Keasey

RECEIVED
MAR 5 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

RCE RBE RME

RDE FEB 26 1973

RCE RECEIVED

RDE REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 22, 1973
Ontario, Oregon

SUBJECT: Overrun of Engineering
N. F. Jacobsen Gulch-
N. Ontario Interchange

To: W. E. Schwartz
Region Engineer

Regarding overrun in engineering cost on subject project, have the following to offer:

There are a number of subcontractors (nine) on the project and the prime contractor apparently has no control over their operation. At least no control has been exercised by contractor. Each subcontractor has been working as best fits his schedule of work elsewhere with no coordination of operation with other subcontractors or consideration for their work. At times even to the point of conflict and/or fouling up someone else's operation. This same applies to prime contractor's work in some instances. The lack of coordination and/or cooperation between various contractors causes a certain amount of duplication in staking for our crews.

The overall operation has left a lot to be desired, which fact has been called to prime contractors attention. Have considerable correspondence to contractor regarding our dissatisfaction with their lack of supervision (overall coordination of work) as well as dissatisfaction with their poor performance as to meeting work schedules outlined.

Their operation has been "hit and run", i.e., they move in and really attack project with enthusiasm for a short period of time and then more or less abandon project. During the time the contractor is working full tilt it has been necessary to work our crews overtime to keep stakes ahead and to have inspection forces time coincide with their working hours. The staking needed during these times, for finish grade and string lines,is not work that could have been performed during slack periods because grading was not completed.

We have, as you know, been concerned about this overrun in engineering costs for some time as it has been apparent that this was going to occur. We have cut our work force and charges to this project to a minimum and will continue to do so, relative to activity by contractor and/or subcontractors.

Charges to this project the past two weeks have increased due to activity by subcontractor. Coral Corporation has been working on guard rail construction and they plan to construct all guard rail possible- where grading and paving are complete - at this time. This meant that we had to work a field crew to stake guard rail that we had not anticipated contractor installing at this time.

Am satisfied that our engineering costs could have been reduced considerably had the contractor's operation been run more smoothly. Since this is not the case, we are, admittedly, in trouble money wise. Every effort is being made, and will continue to do so, to keep remaining engineering costs to a minimum.

P. F. Burnett

P. F. Burnett, Res. Engr.

PROCESSED
ON FILING

OREGON STATE HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE December 7, 1972

Federal-aid Project No. I-80N-8(23)367

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7605 Extra Work Order No. 14

Project N.Fk. Jacobsen Gulch - N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

This order covers the cost of installing snow plow guard plates over the expansion joints at bents 2 and 6 of Bridges 7935A and 7935B. This work is felt necessary to prevent the possibility of a serious accident due to the blades of snow plows dropping into the expansion joints.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer December 4, 1972.

Your approval as of December 4, 1972 is requested.

Attach.

DHW:dgk

RECEIVED
NOV 28 1972

OREGON STATE HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 28, 1972

TO G. I. Green, Division Engineer
~~Xxx Xxx Xxxxxxxx Xxxxxx Engineer~~
Federal Highway Administration

Federal-aid Project No. I-80N-8(23)367

ORIGINAL SIGNED BY
R. D. ASSURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7605 Extra Work Order No. 13

Project N. Fk. Jacobsen Gulch - N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

This order covers the cost to modify two cattle guards on this project to provide additional safety for traffic. Due to a break in grade at these two cattle guards a gap is left which is a hazzard to motoring public as well as an increased number of bicycle riders. By covering the gap as shown on the attached drawing the additional safety will be provided.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 20, 1972.

Your approval as of November 20, 1972 is requested.

Attach.

BMW:dgk

RECEIVED
FOR FILING

7605

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 26, 1972

TO W. E. Schwartz
Region 5 Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT N. Fk. Jacobson Gulch-N. Ontario Intchge. Section
Old Oregon Trail Highway
Malheur County
Contract 7605
Illumination

Please refer to your letter of September 14, 1972, concerning a conflict of the illumination poles and the high voltage electrical transmission lines at the Ontario Interchange.

To resolve this conflict please move the following illumination poles to the stations indicated below:

Pole No.	Station
1	"EB" 1169+02 Rt.
2	"B" 1172+25 Rt.
15	"WB" 1164+17 Lt.
16	"WB" 1166+67 Lt.
17	"F" 1169+17 Lt.
18	"F" 1171+70 Lt.

Mr. P. F. Burnett gave us this information by phone on October 24, 1972.

Please have these locations checked and pole lengths determined as soon as possible. It is not anticipated that any changes in pole lengths will be required over that previously determined. Pole lengths within a foot (plus or minus) are acceptable and minor grading can be done if needed to keep from making any changes.

DOC/ag
cc A. E. Johnson
P. F. Burnett
A. A. Rear
J. H. Wood

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1972

files

Claim 4714

FILED
OCT - 2 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 3 - 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 2 8 18 AM '72
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 29, 1972

Oregon Portland Cement Company
111 S. E. Madison
Portland, Oregon 97214

Attention: Emery N. Johnberg

NOTED ON CARD
10-5-72 RS

Gentlemen:

This is to acknowledge receipt of your letter of September 26, 1972, advising us that Gordon H. Ball (paving sub-contractor) owes you for cement in the amount of $1,650.04.

From the description given in your letter, this appears to be in reference to the J. C. Compton Company and Ross Bros. Construction, Inc., Contract No. 7605 for work on the N. Fork Jacobsen Gulch-N. Ontario Interchange Section of the Old Oregon Trail in Malheur County.

The Travelers Indemnity Company and General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc J. C. Compton Co. and
Ross Bros. Construction, Inc.
P. O. Box 86
McMinnville, Oregon 97128

General Insurance Co. of America
1500 S.W. 1st Avenue
Portland, Oregon 97201

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

NOTED
C. W. HEAD

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

OREGON PORTLAND CEMENT COMPANY
INCORPORATED 1915

September 26, 1972

Honorable Cecil W. Head
Secretary
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: Oregon State Highway Department
Contract No. 7605,
North Fork Jacobsen Gulch,
North Ontario Interchange Section,
Old Oregon Trail

Gentlemen:

Pursuant to ORS 279.526, notice is hereby given that the undersigned Oregon Portland Cement Company has a claim in the sum of $1,650.04 against the bond taken from J. C. Compton Company and Ross Bros. Construction, Inc., as principals, and Travelers Indemnity Company and General Insurance Company of America, as sureties, for cement furnished by the undersigned in connection with the subject contract.

Notice of the claim of Oregon Portland Cement Company against Gordon H. Ball, Inc., the paving subcontractor, in connection with the subject contract has been given to the general contractor, J. C. Compton Company and Ross Bros. Construction, Inc., joint venturers.

Very truly yours,

OREGON PORTLAND CEMENT COMPANY

Emery N. Sundberg
Secretary

ENS/s

RECEIVED
SEP 27 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

111 S.E. MADISON • PORTLAND, OREGON 97214 • (503) 233-5353

5

RECEIVED
SEP 19 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO H. L. Green, Acting Division Engineer
[redacted]
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 18, 1972

Federal-aid Project
No. I-80N-8(23)367

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7605 Extra Work Order No. 11

Project N.Fk. Jacobsen Gulch - N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

This order covers the cost of installing weep holes in the shoulder barriers located at stations 1017+50 and 1103+75. The shoulder barriers at these two locations have been used as retaining walls and in order that they may function properly, weep holes should be installed to alleviate any hydraulic pressure which may form.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer July 26, 1972.

Your approval as of July 26, 1972 is requested.

Attach.

BMW:dgk

RECEIVED
SEP 8 - 1972
FOR FILING

7605

September 7, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. N. Young
Programing Engineer

Federal-aid Project
No. I-80N-8(23)367

SUBJECT Request Change Order Approval

Contract 7605 State Force Order No. 6

Project North Fork Jacobsen Gulch-North Ontario Interchange

Highway Old Oregon Trail

County Malheur

The order covers installing, maintaining and removing a neon "SLOW" sign near the North Ontario Interchange. It is in the public's interest to provide this sign to adequately protect the traveling public in a hazardous area. Installation and removal of the sign will be performed by the Idaho Power Co. The State will wire and maintain the sign and also pay for the power as needed.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for the work to be done under this order is $1,412.00 with Federal participation of $1,270.80. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 28, 1972.

Your approval as of August 28, 1972 is requested.

Attachments

JK:js

RECEIVED
AUG 10 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 9, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-6(23)367

FROM George M. Baldwin
Administrator of Highways
UNLESS SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7605 **Extra Work Order No.** 10

Project N. Fork Jacobsen Gulch-N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

This order covers the cost to build-up the beam bearing pads at bents 3E, 4E and 5E of Bridge 7835A. This work is necessary due to setting the bottom elevation of the grout pads low.

Copies of the Engineer's letter of explanation are attached.

Due to the nature of this work it has been completed. The Federal Highway Administration Area Engineer tentatively recommended approval of this work retroactive to June 2, 1972, the date the work was started.

Your retroactive approval as of June 2, 1972 is requested.

Attachments

BMW:kds

RECEIVED
JUL 1 - 1972
FOR FILING

6-22-72

STATE COPY

FORM PR-33B (REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Geord

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
10	8	Malheur	Oregon

Date of Inspection	Inspection Made By	Project No.
June 22, 1972	R. A. Nichols, Area Engineer	I-80N-8(23)367

In Company With: Alfred Shirley, Jr., Reg Constr Engr; P. F. Burnett, Res Engr; Don Sledge, Asst Res Engr, OSHD

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	48 %	34 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT

JUL 28 1972

REGIONAL OFFICE

N. FORK JACOBSEN GULCH - N. ONTARIO INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

This inspection was primarily on the grading phase so the other phases of work on this project will not be covered in this report other than to say that the work performed and the materials incorporated into the project reasonably meet specification requirements.

Grading Completed

The WB lanes had been constructed to rough or finished grade from Sta. 844, the beginning of the project, to Sta. 1100. The EB lanes had been constructed to finish grade from Sta. 1110 to 1150. The embankment has been placed for the EB lanes between Sta. 1160 and 1168, but it is too saturated to be properly compacted and the contractor is still aerating this material.

Construction Procedure

Most of the material out of the roadway cuts has been placed in thin lifts almost entirely with the use of scraper units. Embankment material from the channel change at the Malheur River was excavated with a dragline and hauled by trucks to the placement area. This material was saturated and the contractor spent considerable time drying it by means of aeration. Most of the compaction was obtained by the hauling units and they were augmented by steel-wheeled rollers.

NOTED
JOHN EDWARDS

Project Inspection

The general grading work was inspected by three people on a regular basis; the resident engineer, the assistant resident engineer, and the inspector. All three have had considerable experience. The writer did not question these men concerning their abilities because from past observation knew

7-31-72

(more)

cc Young

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STATE HIGHWAY ENGINEER

they were competent and that they required and got good results. The writer did question Mr. Jim Cihi, the compaction inspector, and observed Mr. Cihi's procedures in taking compaction tests. His testing procedure was very good. He was somewhat unusual because he not only knew the correct testing procedure, but had a good understanding of how the different pieces of testing equipment worked, the principal behind the testing procedures, and the possible sources of error. He also knew where the tests had been taken and where additional tests were required.

Test Records

A record of the test results are kept in four types of documents: the field inspection report, which is the original document; a tabulation of test results, which includes all the essential data that was obtained during the test; a weekly graph of the test results; and a roll on which the location of each test is plotted along with the results. The latter document is an excellent document for determining quickly if additional testing is needed in the location of the required test.

Testing Frequency

The contractor has placed about 640,000 cubic yards of embankment. 283 compaction tests or one test for each 2,260 cubic yards of embankment has been taken. The minimum stipulated in the State's inspector manual is one test per 2,000 to 4,000 cubic yards.

Proctor Curves

There were numerous proctor curves. These were required because of the many soil type combinations which occurred during normal construction work. The writer is satisfied that the procedures used in selecting the proper curve was satisfactory.

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JUN 19 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

7605

June 12, 1972

Dorthy R. Mason
1228 Sears Drive
Ontario, Oregon 97914

Dear Ms. Mason:

Re: N. Fork Jacobsen Gulch-Ontario Section
Old Oregon Trail Highway (I-80N)
Malheur County

Your letter in regard to an additional interchange west of Ontario has been referred to this office for review and reply.

Major changes have been made in projects which were under construction; however, the fact that there are construction crews working in the area does not lessen the necessity for a complete and objective analysis of any suggested additional interchange on the Interstate System.

In an effort to avoid connections being made at every road crossing and reducing the freeway to a local service facility, Federal guidelines for Interstate Freeway design suggest interchanges in rural areas average not closer than eight miles apart. Obviously, in consideration of the varying nature of the local road systems whcih are encountered throughout the 50 states, the spacings between individual interchanges must vary considerably. The minimum distance has been established to be not less than three miles. Where an existing local service highway has been converted into a freeway it has occasionally been necessary to use shorter spacing to maintain continuity of the local roadway net.

In the matter at hand the distance between the existing interchanges is 3.1 miles, which would preclude normal consideration of an additional interchange between these points. A review of the maps and data which we have of the overall area indicates that while

NOTED
E. S. HUNTER

connections at this roadway would be advantageous to accomplish the manuevers which you describe, there are existing facilities which provide the same service and the Federal guidelines mentioned herein prevent construction of the freeway connections that you request.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

ADO:jh
cc: E. S. Hunter
W. E. Schwartz

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JUN 13 1972
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STATE HIGHWAY ENGINEER

83-30-15
August -73

May 26, 1972

1/2 Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

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JUN 5 1972
DESIGN SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
Do not File [illegible]
Return To
Bring Up ___/___/___
Other

Mr. Tom Edwards
St. Highway Eng.
Salem, Ore.

Dear Mr. Edwards;

The purpose of this letter is to request and bring to your attention certain changes in the present highway project just west of Ontario City limits. An on-off ramp or cloverleaf or part cloverleaf at the point where 80N reaches Canyon I road in Malheur Co. would benefit many residents of that area. Secondly it would serve the State Hiway maintence grounds at that point. Third it would releive the traffic towards Weiser over the old bridge going North from the present West Cloverleaf at Ontario. Some talk has been that soon the old bridge will be replaced and the road straightened at that point on Hiway 201 towards Weiser. You have just completed a new bridge accross Malheur River a few hundred feet to the left of the old bridge to which I have referred. A fourth reason might seem feasible in that the ranchers West of Ontario could by-pass via the Butte road to the County Seat at Vale.

Some of the State Legislature members have informed me that a change in contract after they have been let may be made if the feasibility warrants such. Would you please give this matter your attention. I would appreciate your acknowledgement of the request.

Sincerely yours

Dorthy R. Mason
1228 Sears Dr.
Ontario, Ore.
97914

P.S. The overpass at this point is already present over 80N.

Reply

REFERRED TO Olson
Design [illegible]

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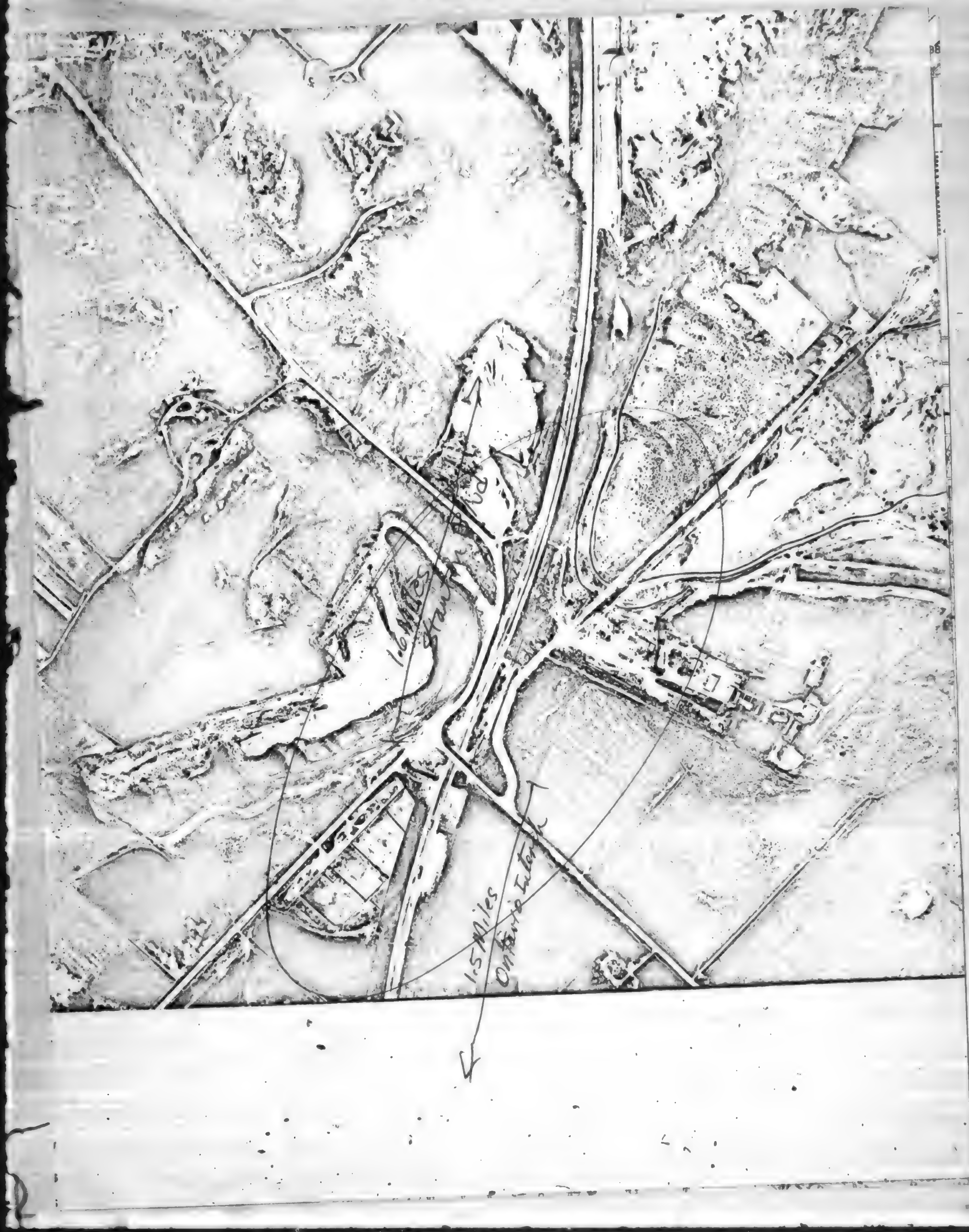
STATE HIGHWAY ENGINEER


1.6 Miles
1.5 Miles

El. 2,852
SLOPE
Payette Jct.
Wood
COUNTY
IDAH
PIONEER SCHOOL
LABOR CAMP
Duncan
RIVER
SHORT
Lower
Payette
PAYETTE MUNICIPAL AIRPORT
T 9 N
INTERSTATE
FAP
Jacobsen
Gulch
Canal
Coyote
Ridge
Snowmoody
5.6
Ditch
LINE
PAYETTE
Pop. 4,032
Ontario Heights
ONTARIO HEIGHTS GRANGE
No. 1
Owyhee
Canyon
T 17 S
SNAKE
RIVER
Washoe
OREGON
To New Plymouth
Fortyniner St.
T 8 N
(MATCH LINE)
Canyon No. 2
Canyon No. 3
El. 2,357
MALHEUR
Brosman Ditch
ROAD
ONTARIO
Pop. 10,000
KORV
(BOISE MERIDIAN)
To Parma
R 46 E
(SHEET 4)
SHEET 2
950 ORE. S.
950 ORE. N.
IDAHO W

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OREGON STATE HIGHWAY DIVISION

7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-8(23)367

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Contract 7605, Extra Work Order No. 9

Project N. Fork Jacobsen Gulch-N. Ontario Interchange

Highway Old Oregon Trail

County Malheur

The Order covers construction of a concrete headwall at the inlet of the 15-inch irrigation pipe east of Station 1096+75. Construction of this headwall will alleviate erosion problems and improve access to the head gate.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on May 19, 1972.

Your approval as of May 19, 1972 is requested.

JK:bb

Attachments

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JUN 19 1972
FOR FILING

7605

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1972

SUBJECT: Portland Cement Concrete
Fine Aggregate, M.P. 407.3
N. Fork Jacobsen Gulch-N.
Ontario Int., Contract #7605

To: W. E. Schwartz
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

Attached are Mix Design Test Reports #72-1884 and #998934-9 for Portland cement concrete paving on the Jacobsen Gulch-N. Ontario Int. project. As requested by P. F. Burnett, the design was made for possible use of the M.P. 407.3 fine aggregate which does not satisfy the specified sand equivalent requirement of 75. Although fine aggregate used in the trial mix had an S.E. of 68, the compressive strength and modulus of rupture of test specimens are well above the design requirements.

Review of reports for field tests made during production of the F.A. show that none of the S.E. tests failed the specification requirement. Later field tests and laboratory check or record tests both indicate that a considerable quantity of the stockpiled F.A. does not satisfy the S.E. requirement. Tests made to explain the initial test result difference indicate that the material is not subject to degradation, but moisture change following aggregate production released surface clay particles and lowered the S.E. of the material.

Fine aggregate samples have been tested by the AASHO T176-70 referee method which requires pre-drying at 230°F prior to testing. Samples pre-dried rather that pre-wet by our method have S.E. values on an average of 8 units higher. Since mix strength is not reduced by the low S.E. and specifications of other states require a 75 pre-dried value, we recommend that a 67 pre-wet or 75 pre-dried S.E. value be considered acceptable. This will require a contract price reduction to allow the use of material of reduced cleanliness, based on the bid specifications.

JOHN C. JENKINS
Engineer of Materials & Research

By J. W. Wilson

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

NOTED
A. E. JOHNSON

Attachments

JEW:eb

cc: A. E. Johnson
C. T. Keasey
P. F. Burnett

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MAY 18 1972
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STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM E-373. (1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR CONCRETE CYLINDERS

LABORATORY REPORT NO. 998931-39

DATA SHEET NO. C - 07720

SAMPLE DATA

PROJECT NAME: North Fork Jacobsen Gulch-N. Ontario Int.	BRIDGE NO.	PREFIX NO.: 623-1024
HIGHWAY: Old Oregon Trail	CONTRACT NO.: 7605	F.A. PROJECT NO.: I-80N-8(23)367
CONTRACTOR: J.C. Compton Co & Sons and Ross Bros. Const. Inc.		COUNTY: Malheur
SUBMITTED BY: Aggregates, P.F. Burnett, Cement and AEA, C.H. Duval		TITLE: Res. Engineer

REPORT ON CLASS OR CONCRETE: A ☒ B ☐ AA ☐

CONCRETE FOR: (LOCATION OR PLACEMENT): Trial Mix for P.C.C. Pavement

REPRESENTED BY NO. OF CYLS.	SET NO.	DATE CAST	Cast SAMPLED BY
3 and 3 beams	7C72	4-11-72	M. Sather & R. Delany

BREAK "A" IN DAYS	BREAK "B" IN DAYS	BREAK "C" IN DAYS	BREAK "D" IN DAYS + E&F
28 DAYS 5-9-72 DATE	28 DAYS 5-9-72 DATE	28 DAYS 5-9-72 DATE	28 DAYS 5-9-72 DATE

COARSE AGGREGATE LAB. NO'S.: 996564 | 996565

FINE AGGREGATE LAB. NO.: 998362

CEMENT: BRAND	CEMENT TYPE	LABORATORY OR MILL REPORT NO.	FIELD MOISTURE CONTENT
Ore. (Sun)	II LA	Data # 527	FINE AGG. 16.4 % COARSE AGG. 2.8 %

DESIGN STRENGTH	DESIGN CEMENT CONTENT	DESIGN SLUMP	DESIGN A.E.A.	MIX DESIGN (DRY WEIGHT) lbs/sack YDS
3300 P.S.I.	6.0 sks/c. yd.	1-2 inch	5.0 %	564 : 1140 : 964 : 1004 Ga: : :

SIZE OF BATCH	CEMENT FACTOR	MEASURED SLUMP	MEASURED A.E.A.	UNIT WEIGHT lbs/c. ft.
2.106 ft³ c. yd.	5.92 sks/c. yd.	3 inch	4.5 %	144.4 lbs.

BRAND AND QUANTITY OF ADDITIVES ADDED PER SACK: Dresinate, AEA @ 1½ oz

WATER lbs. per batch (BASED ON AGGREGATE DRY WEIGHT): IN TOTAL AGG. 18.64 AT PLANT — ADDED ON JOB 2.80 TOTAL 21.44

CONCRETE SUPPLIER: Materials Lab. Trial Mix

TYPE OF SAMPLE: Trial CONTROL ☐ RECORD ☐

WITNESSED BY:

PRESTRESS CONCRETE	STEAM HRS.	MAX. TEMP.	REQ. REL. STRENGTH P.S.I.	RELEASED P.S.I.

CYLINDER CURE: STD ____ DAYS; FIELD ____ HRS. OR DAYS

REMARKS: Fine Aggregate Lab. No. 998362, SE = 68.

LABORATORY REPORT

LABORATORY CHARGES $107.50

DATE RECEIVED: 4-12-72

DATE REPORTED: May 17, 1972

LABORATORY NO.	CYLINDER NO.	STRENGTH	AGE ● TEST	DATE OF BREAK	REMARK
998931	7C72 A	4470 PSI	28 DAYS	5-9-72	
998935	7C72 B	4310 PSI	28 DAYS	5-9-72	
998936	7C72 C	4830 PSI	28 DAYS	5-9-72	
998937	7C72 D	7820 lbs. PSI	28 DAYS	5-9-72	beam - Modulus of rupture, 651 PSI
998938	7C72 E	7775 lbs. PSI	28 DAYS	5-9-72	beam - " " " 606 "
998939	7C72 F	7820 lbs. PSI	28 DAYS	5-9-72	beam - " " " 651 "

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X DIVISION ENGINEER Schwartz
X RESIDENT ENGINEER Burnett
DIST. ENGINEER
2X FILES
X J. C. Compton Co.

REMARKS:

Justin C. Jacobsen
ENGINEER OF MATERIALS

INSTRUCTIONS: FORWARD WHITE ORIGINAL TO MATERIALS LABORATORY, SALEM.

1-72

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PRELIMINARY MIX DESIGN
PORTLAND CEMENT CONCRETE

Laboratory No. M 1884
Data Sheet No. 65523-24
Prefix No. 623-1024
Lab. Charges 1100
Date Received 3-8-72
Date Reported May 17, 1972
Contract No. 7605

Project N. Fork Jacobsen Gulch - N. Ontario Inter. F.A. Project No. I-80N-8 (23) 367
Highway Old Oregon Trail Mix Producer
Contractor J.C. Compton Co & Sons, Ross Bros. Const. Inc. Requested by P.F. Burnett
Resident Engineer P.F. Burnett

SOURCE OF MATERIALS

			Size	Lab. No.
Agg. Coarse:	Gravel pit, Left of Sta. 1074, MP 407.3 old Ore. Trail		1½-3/4	996564
"	" " "	"	3/4-4	996565
Fine:	" " "	"	Sand	998362
Cement: Brand	Oregon (Sun) Type II LA	Sampled @ Flynn Sand & Gravel		Data 526
Water:	Salem Tap			—
Admixture: Brand	Dresinate Type AEA	Sampled @ Flynn Sand & Gravel		995-95
Admixture: Brand	— Type —	Sampled @ —		—

TRIAL MIX # 7072, CAST 4-11-72

Proportions, by wt. (Agg. dried @ 230° F) Cement 564 : Sand 1140 : 1½"-3/4" 964 : 3/4"-4 1004
Proportions, by wt. (Agg. @ S.S.D.) Cement 564 : " 1164 : " 974 : " 1019
Water, lb/yd³ .: Including absorption 275 : In excess of absorption 226
Admixture: Brand Dresinate Type AEA Per Sack 1½ oz.
Admixture: Brand — Type — Per Sack —
Slump in inches 3 : % Air by test 4.5 : Weight per cu. ft. 144.4 : C.F. 5.92 sks./yd.³
Compressive strength: Ave 28 day PSI Cyl. 4535 ; Ave 28 day Mod. Rup. beams 636 ; Lab. Nos. 99834-39

ADJUSTED [redacted] MIX # 8-7605

Mix Class A ; Design Strength 3300 PSI; Type of Construction P.C.C. Pavement
Proportions, by wt. (Agg. dried @ 230° F) Cement 564 : Sand 1135 : 1½"-3/4" 964 : 3/4"-4 1004
Proportions, by wt. (Agg. @ S.S.D.) Cement 564 : " 1159 : " 974 : " 1019
Water, lb/yd³ .; Including absorption 260 ; In excess of absorption 211 (w/c 0.37)
Vol. CA/Unit Vol. Concrete 0.68 ; Recommended, Maximum water-cement ratio, by wt . 0.51
Slump, 1-2 inches; Air, 5 %; Weight, 145.4 lbs./ft.³ ; Cement Factor 6.0 sk./yd.³

Remarks: S.E. of fine aggregate - 68 by the Oregon Pre-wet method. Design with non-spec fine aggregate requested by P.F. Burnett. See S.E. Wilson's letter dated 5-17-72

REPORT DISTRIBUTION

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
X Region Engineer Schwartz
X Resident Engineer Burnett
District Engineer
2X Files
X J. C. Compton

John C. Scott
Engineer of Materials & Research

RECEIVED

Final files.

FORM E-20 (REV. 10-61)

7605

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 16, 1972

To: H. S. Coulter

L. W. Rulien

W. E. Schwartz

SUBJECT: Requests to Eliminate Transverse Steel
LaGrande-Ladd Canyon Section, Contract 7566
Ladd Canyon Section, Contract 7671
S.E. Causey Ave.-Gladstone Interchange Section, Contract 7660
Gladstone Int.-Oregon City Int., Contract 7389
N. Fk., Jacobsen Gulch-N. Ontario Interchange Section, Contract 7605

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Proposals have been received from the contractors on each of the subject projects to eliminate the transverse reinforcing steel in the continuously reinforced PCC pavement, each with a quoted reduction in bid price of $0.20 per square yard.

We have done a considerable amount of research of various reports, practices in other states, etc., and the results are not conclusive. After extensive discussion in this office and in Administration, it has been decided not to change the requirement for transverse steel in these projects.

You should therefore advise your contractors to proceed according to the plans and specifications.

Another factor in arriving at the above decision was that the quoted price reduction on these projects ($0.20 per square yard in each case) is not considered to be equitable. The reduction in the quantity of steel and the labor cost should reflect a greater saving to the State, probably in the neighborhood of $0.30 to $0.50 per square yard.

In all the material researched, there are four main purposes served by the transverse steel reinforcement. They are as follows:

1. To maintain the specified spacing of longitudinal steel.
2. To serve as tie bars across the longitudinal joints in lieu of conventional tie bars.
3. To hold chance longitudinal cracks tightly closed for improved load transfer.
4. To aid in supporting the longitudinal steel at the specified location above the base.

GPO 52479-794

The development of machinery to place the longitudinal steel in the fresh concrete within the specified tolerances, both lateral and vertical, eliminates Nos. 1 and 4 above. Since we have previously eliminated the use of tie bars across the longitudinal joints, No. 2 does not apply. This leaves only No. 3, and we have not been able to conclude the true value of the transverse steel, either in preventing longitudinal cracking or in holding the cracks tightly together once they do occur. Opinions differ around the country with some states definitely requiring the use of transverse steel and others permitting or specifying elimination of it.

I personally feel that the minor longitudinal cracking we have experienced has been caused by either (1) a faulty base or subgrade; (2) poor quality concrete; or (3) failure of a longitudinal joint to open as designed, and that the reinforcing effect of the transverse steel is so slight, because of the size and spacing of the bars, as to be negligible. This opinion is shared also by our Design Section.

Administration has agreed to approve a future project permitting or specifying the elimination of the transverse steel, and we are considering the Ladd Canyon-North Powder Section of I-80N in Eastern Oregon for this purpose. If this procedure is successful, it should result in a considerable dollar savings to the Highway Division on other future projects.

CTK:fw

cc: A. E. Johnson
Frank Hall
J. B. Boyd
J. H. Versteeg
J. F. Putnam

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MAY 16 1972
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STATE HIGHWAY ENGINEER

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FOR FILING

7605

Gen file

Routing: Keasey, Bond, Walker, Johnsen, Roberts, Glenn, Litchfield, Berg

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MAY 3 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 2, 1972

SUBJECT:

Construction Detour
Malheur River Bridges
N. Fk. Jacobsen Gulch-N. Ontario
Interchange Section
Malheur County
Contract No. 7605

To:

C. T. Keasey
Construction Engineer

S A L E M

The westbound lanes of the above contract are to be P.C.C. from the north end of the existing Malheur River bridge to the north end of the project. The P.C.C. work has been subcontracted to Gordon Ball, Inc.

The existing alignment from the southerly end of the project north across the Malheur River to a point approximately 5,000 feet north of the River is to become the westbound lanes. At this point, through a curve, the existing alignment crosses over to the future eastbound lanes. The original construction plan called for the construction of the new eastbound Malheur River bridge and finishing the eastbound lanes from the transition point to the southerly end of the project. Traffic was then to be routed over the eastbound lanes while the old Malheur River bridge was being removed and the old pavement removed back to the transition point. The way would then be clear to construct the new bridge and to accomplish the P.C.C. paving.

The fly in the ointment is that the bridge contractor has not been able to maintain a schedule comparable to the rest of the project schedule. The original schedule called for the start of P.C.C. operations approximately June 1. If the contractor were to follow the original plan, P.C.C. paving could not begin until approximately August 1. This does not fit the P.C.C. subcontractor's schedule; and, if he could not follow the original schedule, he could not start until October 1. This would be undesirable from our standpoint as well as the contractor.

To overcome the problem, the contractor proposes to construct a detour from the new eastbound lanes across to the old bridge. This would be in effect until the new eastbound bridge is finished, which is now scheduled for approximately August 15.

NOTED
A. E. JOHNSON

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OFFICE OF
STATE HIGHWAY ENGINEER

The only bad feature as far as we are concerned is that a section of P.C.C. pavement would have to be omitted during initial construction and placed by hand at a later date. This may not be that bad because we have had similar experience on the La Grande bypass with good results. I feel that the benefits of a possible early completion outweigh any possible disadvantage from hand placed P.C.C. and recommend approval of the detour.

Attached is a report from resident engineer Frank Burnett, together with correspondence from the contractor and sketches showing two proposals. I recommend approval of alternate "B" using the 4° curves.

W. E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc P. F. Burnett

Send copy of corresp to AE Johnson

APPROVED
Construction Engineer

FORM 6-00 (REV. 10-00)

RE RE RDE RME RDE

MAY 1 1972

RECEIVED REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
April 28, 1972

SUBJECT: N. Fk. Jacobsen Gulch -
N. Ontario Interchange
Contract # 7605
Proposed Detour Malheur River

To: W. E. Schwartz
Region Engineer

Enclosed please find contractors proposal to construct a detour at the Malheur River on subject project. Also enclosed are copies of correspondence to prime contractor from Gordon H. Ball, Inc., P.C.C. Paving subcontractor.

There are some statements in Gordon H. Ball, Inc. correspondence that I don't agree with, these have been edited in red for your information.

Their proposal for this detour shows two plans: Plan"A" with reversing Eight (8) degree curvature and Plan "B" with reversing Four (4) degree curvature. Both of these end on the North end of existing (W.B.) structure.

As discussed with you and Mr. Shirley last week, flatter curves would be desirable, particularly for through westbound traffic that has been travelling on freeway for some one hundred (100) miles but we felt that Four (4) degree reversing alignment could be used.

Since construction of a detour at this location should expedite completion of this project, my recommendation would be to allow construction of plan "B" detour with contractor bearing all cost of construction, maintenance and obliteration of said detour. } I concur

P. F. Burnett
Resident Engineer

cc; file

CONTRACTING PALOS CORPORATION

PALOS CONTRACTING CORPORATION
HEAVY CONSTRUCTION

2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 363-2470

April 27, 1972

P. F. Burnett, Resident Engineer
Oregon State Highway Division
Ontario, Oregon 97914

Subject: Proposed Detour
at Station 1155

Dear Sir:

Due to a "hard winter" resulting in inclement weather and unusually high water, the Malheur River Bridge (Br. 7935B) is approximately two months behind schedule. To reestablish sequencial operation and reasonably maintain the projected early completion of the project, it is necessary to install a detour not shown on the plans and therefore, we propose the following:

1. Follow our original schedule calling for diverting all traffic to the eastbound lane at approximately 1105 and then diverting traffic by means of a detour at 1150 back to the existing Malheur Bridge thus bypassing the bridge behind schedule.

2. The detour alignment can conform to either alternate A or alternate B of the enclosed drawing. The pros and cons of these alternates are evident, (hand finishing of the concrete versus detour alignment).

3. The signing and lighting would be identical to that used on the existing detour at the Owyhee Canal (Station 966).

4. All costs of the detour will be borne by Compton-Ross with the understanding that the signing barricade, etc., used at Owyhee can be reused at this detour.

5. The detour will be in operation from approximately June 20th, 1972 to August 15th, 1972.

Also enclosed are letters from the Gordon H. Ball Co. (our paving sub-contractor) covering the above as well as other pertinent points. It is their desire to use alt. "A" if possible.

Sincerely
COMPTON AND ROSS

Roy L. Houck, Jr.
Project Manager

GORDON H. BALL, INC.
A subsidiary of DILLINGHAM CORPORATION
15 S. Grady Way, Suite 418, Evergreen Building
Renton, Washington 98055 - 206 228-6180
Mailing Address: P.O. Box 897, Renton, Washington 98055

April 21, 1972

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Attention: Mr. John Compton

Subject: Contract 7605, N. Ontario Interchange
Paving Schedule and Malheur River Bridge Detour

Dear John:

Reference is made to our letter of 24 March and 4 April 1972 concerning our schedule (Enclosure 1) and to our meeting with you in Ontario last Tuesday 18 April 1972.

Enclosed you will find our plan for a detour (Enclosure 2) at the Malheur River Bridge.

After a thorough study of the ground elevations and relative locations in the field, we feel that we can safely lay in a detour as shown on the plan. This detour would be signed, barricaded, and lighted in accordance with accepted practice.

Use of an 8 degree curve would shorten the concrete handwork to 67 feet additional over that required by the contract. In fact, the entire 132 foot terminal anchor portion is often done with other than a slipform. would question this P.F.O.

With our experience we are able to give a smooth specification surface finish at these tie-ins as they are required on each bridge location and all night joints.

Enclosed for further clarification (Enclosure 3) is a much more difficult detour designed by the State in Region 5 which had to be done by half width hand methods with reversed super elevations complicating the procedure. Xerox photos (Enclosure 4) show these complications.

Don't feel this has any bearing on N Fk. Jacobson Gulch - N Ontario Intch. project.
P. F. O.

Our proposed detour is far more functional and much safer.

We feel the benefits to the State for considering our proposal are adequate justification for its construction at applicable contract unit prices. All discussion of this at the contractor's meeting was to absorb all cost. J.C.B.

By implementing this detour at this time we can eliminate a similar detour at approximate Station 1115 if it meets your schedule. Still required for cont. of P.C.C.

We will be able to pave the first part of July allowing for an orderly completion. Denial of this change at this time would delay our start of PCC paving until October and resultant cold weather. This could conceivably delay the project an entire season.

We realize that we are operating under a calendar workday system but none of us have yet managed to figure out how to control the weather. Our best efforts at an early June paving date have been delayed by conditions beyond our control.

We ask that you present our plan to the Resident Engineer in an effort to speed this job to a sensible conclusion.

Please let us know if we can be of any further assistance.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:mls

Enc.

cc: Larry McMillan, Job 509

(Encl 1)

GORDON H. BALL, INC.

[illegible]

April 4, 1972

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention: Mr. John Compton

Subject: Contract 7605, Job 509 Paving Schedule

Dear John:

Reference is made to our letter of 24 March 1972 regarding a realistic PCC paving schedule.

On Saturday, 25 March, I had occasion to visit the job site in Ontario. The problems of location of PCC, AC, and CTB pug plants is quite evident due to the congested area.

After discussing the matter with Lloyd Clark on the telephone 29 March we are still unable to come up with an actual plant site location. The most desirable place for Gordon H. Ball to set their plant happens to be in the siltation basin which would be unacceptable to our foundation thrust loads. In the very near future we will make another trip to the site to coordinate an actual plant location.

On 30 March I talked to Roy Houck on the telephone concerning actual move-in and set-up schedule. Roy felt confident he would have subgrade prepared for rock by 1 June. He also indicated the Resident Engineer felt the detour at the Malheur River Bridge was feasible allowing a short concrete plug to be placed later. No objection to Contractor [illegible] this would be considered N.S.R.

If in fact subgrade can be scheduled for completion by 1 June and your schedule allows for placement of PMAB and CTB in early June, we will be able to effectively pave the job starting no later than 1 July.

Our current schedule has late starts for plant move-in on Contract 7389, 24 July, with paving starting 7 August through 15 August. Contract 7660 paving follows immediately 16 August through 29 August. We then return to Stage 2 of Contract 7389 30 August through 20 September. We then have scheduled a return to Contract 7660 20 September through 29 September.

The above dates represent what we feel is our latest paving times that we can schedule for the Portland area. We will be in a position to move our batch plant in at most any time. We have managed to pave at Sea Tac Airport this winter in very unfavorable weather in order to make our original 1 June commitment.

I currently feel a delay in PCC paving after 1 July will mean a delay until October. Hopefully the weather and associated grade problems will allow Roy Houck to meet his intended schedule.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:mls

cc: Larry McMillan, Sea Tac
Joe Farrell, Portland
Kay D. Jones, Danville

(Encl 1) Files

GORDON H. BALL, INC.
A subsidiary of DILLINGHAM CORPORATION
232 South Second Avenue • Suite 101, Titus Building
Kent, Washington 98031 • (206) 852 - 4480
Mailing Address: P. O. Box 889, Kent, Washington 98031

March 24, 1972

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention: Mr. John Compton

Subject: Contract 7605, Job 509 Paving Schedule

Dear John:

This is to acknowledge receipt of your phone call on 16 March 1972 regarding a change in paving schedule.

We have been proceeding to schedule our paving in accordance with a 1 June start date until receipt of your call. You indicated that due to lack of progress on the Malheur River Bridge that concrete paving would possibly be delayed until a 1 August starting date.

In an attempt to reschedule our PCC schedule I now find it impossible to schedule this job for a 1 August start. We are both aware that schedules are flexible depending on slippages on our many projects. At the current time we could best pave this job with a 1 July start. In order to accomplish this it may be possible to use the existing bridge crossings with a short median detour to your new East-bound alignment at the bridge site which is behind schedule. If this were indeeed possible and worked in with your sub-grading and CTB schedule we would certainly like to work with you to accomplish this.

Please give this some deep consideration and hopefully we can work together to finish the job at an early date.

Very truly yours,

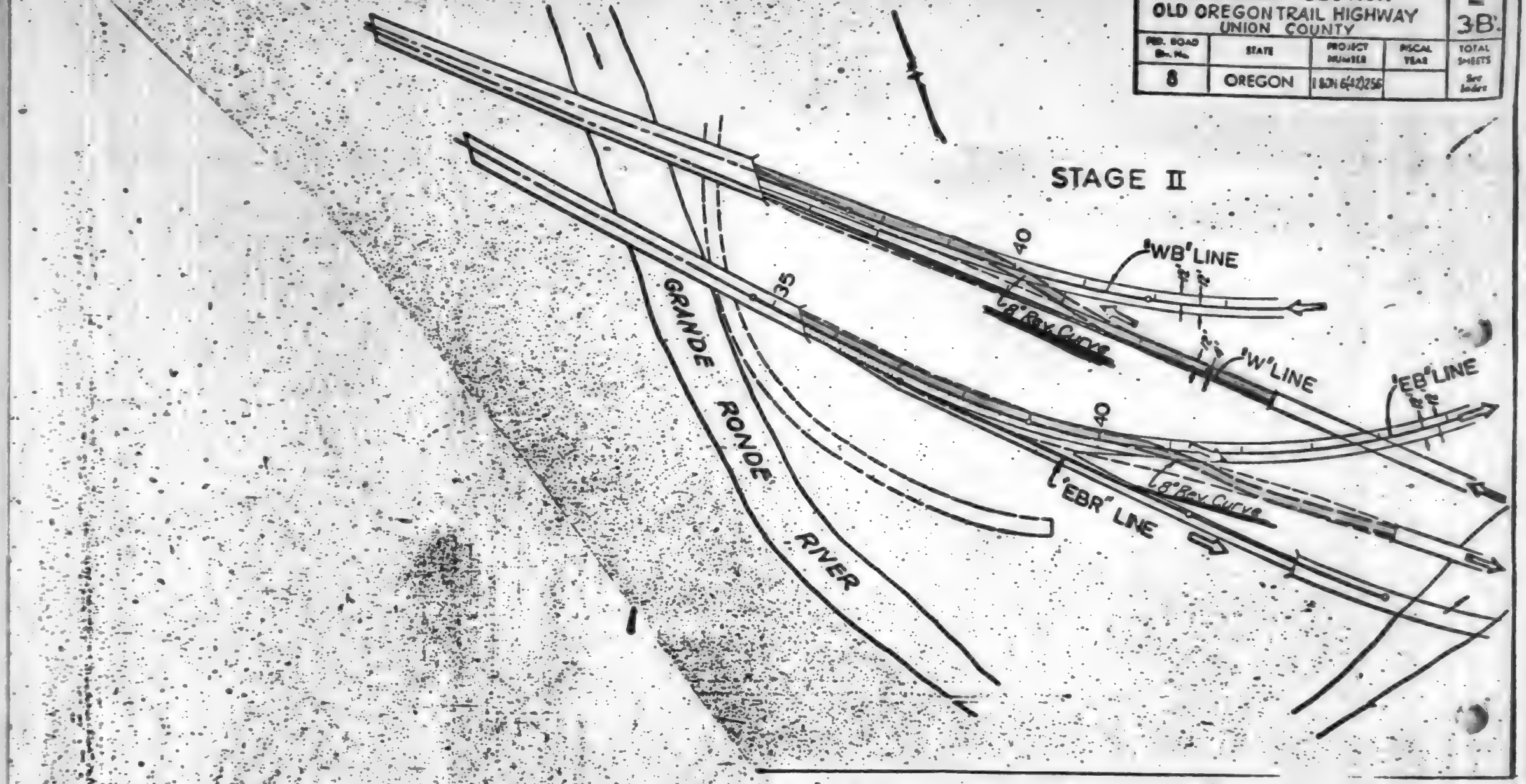
GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:mls
cc: Larry McMillan
Kay D. Jones

STAGE CONSTRUCTION DETAILS

LA GRANDE SECTION OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET 38
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-84-1(6)170(256)		INDEX



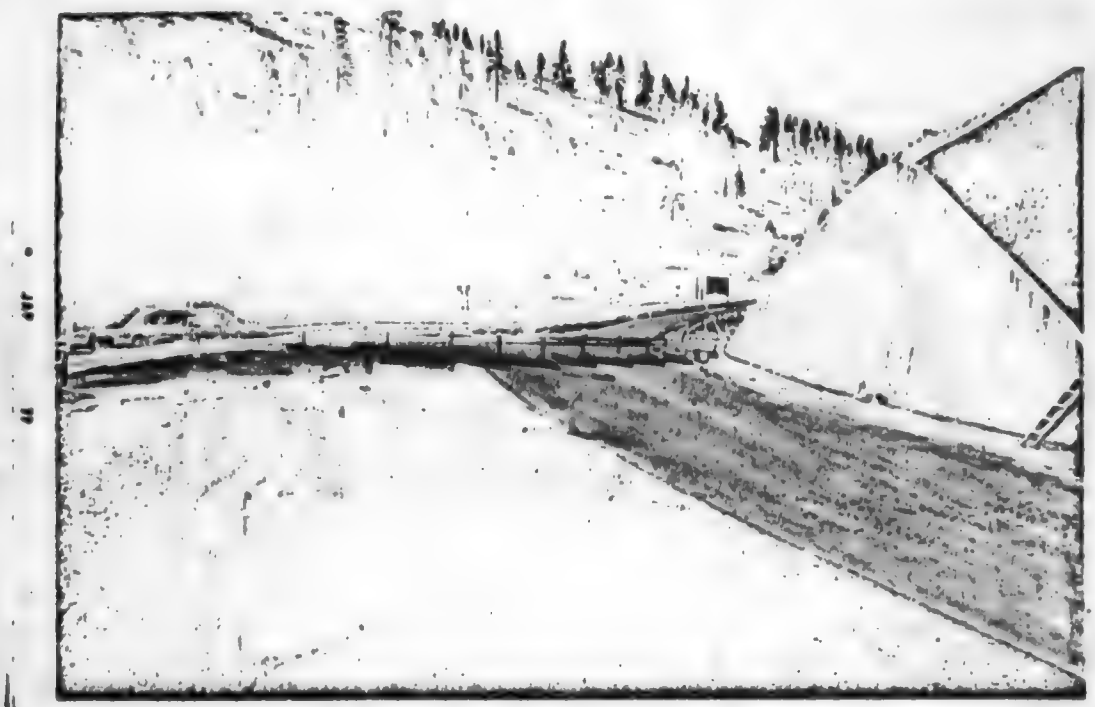
(Encl 3)

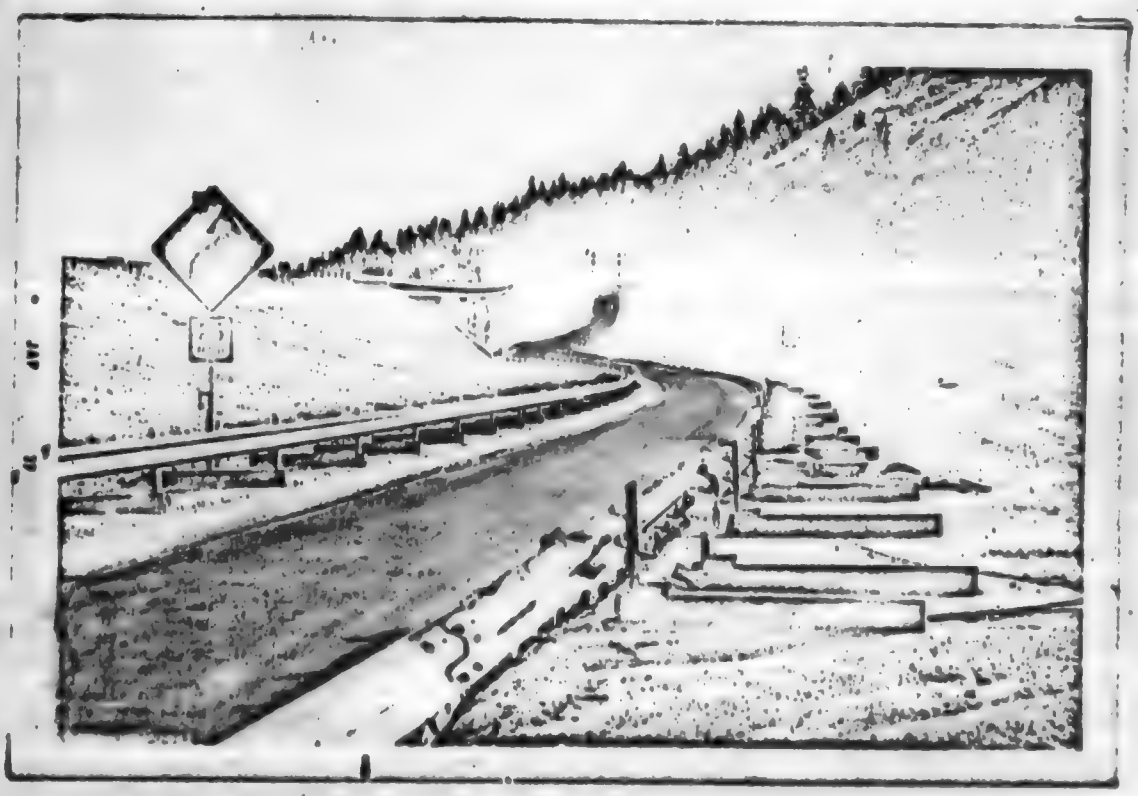
DILLINGHAM

GORDON H. BALL, INC.

A subsidiary of **DILLINGHAM CORPORATION**

13 S. Grady Way, Suite 410, Evergreen Building
Renton, Washington 98055 · 206 228-6180
Mailing Address: P. O. Box 897, Renton, Washington 98055





Encl 4

Form B-320—6M

7605 G-120

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Fk. Jacobsen Gulch-N. Ontario Interchange — Date April 17, 19 72

Highway Old Oregon Trail — Contract No. 7605

County Malheur — Prefix 623-1024

Contractor Compton & Ross J.V. — F. A. Project No. I80N-8(23)367

Address P.O. Box 86, Mc Minnville, Oregon 97128 — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct gravel blanket on slopes for temporary erosion control.

Location by station numbers: Sta. 900 to Sta. 1075

Estimate of quantities and cost:

Equipment	$ 3,500.00
Labor	1,500.00
+15% Equipment	525.00
+20% Labor	300.00
Total	$ 5,825.00

Net Increase 0.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work necessary to control wind erosion. This was an anticipated item & funds set up in project authorization to cover cost of this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,781,364.66

Present estimate of project cost, including $5,825.00 for work under this order $1,781,364.66

Expected under-run / over-run amount . . . . . $ .00

Expected under-run / over-run per cent 00

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23077-724

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 7605 Section N. Frk.-Jacoban Gulch-N. Ontario FA No. I-80N-8 (23)367

Type Revision EWO No. 8 Amount $ 5,825 Funds in Author. $ 10,000-

Status Total Project Author.: Over — % $ - Under — % $ —

Explanation (why) and Comments Place gravel blanket over sandy slopes as temporary erosion control measure

Method of Payment force account Est. ~~increase~~ decrease in cost $ 4,175-

Price checked by Cost Analyst _____ Discussed Asst. Constr. Engr. _____

Discussed with G. Green on 7-12-71 by _____

Action Recommended: ☒ APPROVAL ☐ SUBJECT TO REVIEW ☐ OTHER

☒ PARTICIPATING ☐ NON PARTICIPATING ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA ☐ TENTATIVE APPROVAL TO PROCEED 4-13-72

Concurrence in award

Estimate of quantities and cost:

Equipment Rental	635.00
Labor	1,000.00
Materials	1,510.00
+15% Materials & Equip.	321.75
+20% Labor	200.00
Total	3,666.75
Net Increase	3,666.75

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work to improve drainage in drain ditch from Station 1113 + 50 to Malheur River not on anticipated item. Applicable Sections of Standard Specifications for Highway Construction 1970 issue to cover this construction as required to complete work outlined above and shown on attached drawings.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,781,364.65
Present estimate of project cost, including $3,666.75 for work under this order	$4,781,364.65
Expected under-run / over-run amount	$ .00
Expected under-run / over-run per cent	.00

Space to right of this line is for use of Salem Office

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer

Approved: _____ State Highway Engineer

BP*23577-734

7105

Form E-208—SM

STATE COPY G-1

EFFECTIVE DATE 3-10-72

...dent upon modification of pro-
...agreement if additional funds are
required

Order for Extra Work

...st. Engineer

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. fk. Jacobsen Gulch - N. Ontario Interchange — Date 4-5-72 — STATE HIGHWAY COMMISSION 19 72

Highway Old Oregon Trail — Contract No. 7105

County Malheur — Prefix 623-1024

Contractor J.C.Compton Co. & Ross Bros. Const.Co. — F. A. Project No. I-80N-8 (29) 361

Address P. O. Box 65, McMinnville, Oregon 97128 — Order No. Sever.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct colum supports for irrigation pipe crossing of drain ditch and construct manual shutoff gate at outlet of drain ditch. See attached drawings for details.

to Comptr 4-13-72

NOTED
A. E. JOHNSON

Location by station numbers: Station 1118 + 25 (24" Irrigation pipe crossing)
Station 1136 + 00 (30" Irrigation pipe crossing)
Station 1147 + 22 (Manual Shutoff Gate on 24" pipe)

Estimate of quantities and cost:

Equipment Rental	635.00
Labor	1,000.00
Materials	1,510.00
+15% Materials & Equip.	321.75
+20% Labor	200.00
Total	3,666.75
Net Increase	3,666.75

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work to improve drainage in drain ditch from Station 1113 + 50 to Malheur River not on anticipated item. Applicable Sections of Standard Specifications for Highway Construction 1970 issue to cover this construction as required to complete work outlined above and shown on attached drawings.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,781,364.60
Present estimate of project cost, including $3,666.75 for work under this order	$4,781,364.60
Expected under-run / over-run amount	$ .00
Expected under-run / over-run per cent	.00

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Construction Engineer or Design Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... Assistant

SP*23577-734

RECEIVED
FEB 15 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-10-72

FEDERAL AID PROJECT NO.
I-80N-8(24)354

STATE PROJECT NO.
OLDS FERRY – NORTH FORK JACOBSEN GULCH SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MALHEUR

ITEM NO.
1-646

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

I-80N-8(23)367
7605

TO:
MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

2-15-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	FEBRUARY 10, 1972	INTERSTATE ROUTE 80N OLD OREGON TRAIL HIGHWAY ROUTE #6

GENERAL LOCATION:
NORTHWEST OF ONTARIO, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CHEVRON PIPE LINE COMPANY'S PETROLEUM LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $26,000.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) UTILITY ADJUSTMENT.

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
TOM EDWARDS

REMARKS
OUR PROGRAM MEMORANDUM DATED 7-7-71 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE CHEVRON PIPE LINE COMANY CONSISTING OF YOUR 6-10-71 UTILITIES & RAILROAD ENGINEER'S LETTER, THE 1-5-72 CHEVRON PIPE LINE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 2-2-72 LETTER.

RECEIPT OF MR. H. M. FILMORE'S 1-26-72 AFFIDAVIT OF THE CHEVRON PIPE LINE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-72		FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FEB 24 1972
FOR FILING

filed

I-BCN-8(23)367

7605

MISC. CONTRACTS and
AGREEMENTS No. 23325

CON LAG 52 1-6-72 4.19 PM

PHIL PRESTON

RE NORTH FORK JACOBSENS GULCH- N ONTARIO SECTION

OWHEE IRRIGATION DISTRICT HAS THEIR COPY OF AGREEMENT.

H M FILLMORE
BV178

17
88.

STATE COPY G-1P

Form E-208—031

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 12-12-71
Contingent upon modification of project agreement if additional funds are required

BY [signature]

TITLE Dist. Engineer

DATE 12-3-71

I-80N-8(23)367
7605

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date FEB 23 HIGHWAY AD..., 19 71

Project Name N. Fk. Jacobsen Gulch-N. Ontario Interchange — Contract No. 7605

Highway Old Oregon Trail — (22)-10[illegible]

County Malheur — F. A. Project No. I-80N-8(23)367

Contractor Compton and Ross — Order No. 6

Address P.O. Box 86, McMinnville, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend bent 2E footing 1 foot to right. Work includes drilling and grouting in four (4) horizontal dowels; building form and placing one vertical dowel and extra concrete.

NOTED
A. E. JOHNSON

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

to Comptr 2-8-72

Location by station numbers:

Bridge 7935A, Bent 2E, Sta. 115+64

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Materials:	17 L.F. #5 reinf.	= $5.00
	0.4 c.yd. concrete	= $50.00
Equipment:	Jackhammer & compressor	= $10.00
		= $60.00
Labor:		=$125.00

Net effect of this order is cost increase of

RECEIVED
JAN 17 1972
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Footing required extension due to engineering error.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,781,364.66
Present estimate of project cost, including $125.00 for work under this order	$4,781,364.66
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Curtis H Dennett, Resident Engineer
P.F. Burnett

Approval Recommended: [signature], Resident Bridge Engineer

Approval Recommended: [signature], Division Engineer

Approved: [signature], Deputy State Highway Engineer

12-8-71

File Copy

RECEIVED
DEC 2 1 1971
FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-80N-8(23)367

STATE PROJECT NO. NORTH FORK JACOBSEN GULCH NORTH ONTARION SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-642

COUNTY NAME MALHEUR

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:
I 80N-8(23)367
7605

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12-10-71
Young

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 29, 1971	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL HIGHWAY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR IDAHO POWER COMPANY'S POWER LINE EFFECTIVE SEPTEMBER 29, 1971. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $642.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENTS.

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED MAY 13, 1971 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH IDAHO POWER COMPANY CONSISTING OF YOUR 10-12-71 RAILROAD & UTILITY ENGINEER'S LETTER, THE 11-1-71 IDAHO POWER COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 11-30-71 LETTER. RECEIPT OF MR. H. M. FILLMORE'S 11-3-71 AFFIDAVIT OF THE IDAHO POWER COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-71	[signature]	FOR DIVISION ENGINEER

NOTED TOM EDWARDS

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-PCN-5(23)367
7605

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-6-71
Contingent upon modification of project agreement if additional funds are required
BY _____
TITLE Dist. Engineer
DATE 12-21-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Fk. Jacobsen Gulch-N. Ontario Interchange
Highway Old Oregon Trail
County Malheur
Contractor Compton - Ross, J. V.
Address P.O. Box 86, McMinnville, Oregon 97128

Date 12-6-71
Contract No. 7605
Prefix 623-1024
F. A. Project No. I-PCN-5(23)367
Order No. Five

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Obtain and place embankment on existing slopes, under existing structures to prepare for slope paving.

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Stanton Blvd.	1017+50 ±
Doman Road	1056 ±
Chester Road	1103+50 ±

Estimate of quantities and cost:

Equipment Rental	$ 1565.00
+ 15% O. H. and Sup.	235.00
Labor	1500.00
+ 20% O. H. and Sup.	300.00
Total of Order	$ 3600.00
Net Increase	$ 3600.00

ltr 60 Comm. 12-23-71

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

NOTED
A. E. JOHNSON

Section 515.31 O. S. H. D. Standard Specifications.
This was not an anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,781,361.66
Present estimate of project cost, including $3,600.00 for work under this order	$4,781,361.66
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: P. J. Bennett
Resident Engineer

Approval Recommended: _____
Division Engineer

Approval Recommended: _____
Construction Engineer or Bridge Engineer

ORIGINAL SIGNED BY
R. D. ASBURY

Approved: _____
Deputy State Highway Engineer, Assistant State Highway Engineer or

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RECEIVED
NOV 19 1971

I-80N-8(24)354

STATE PROJECT NO.
OLDS FERRY–NORTH FORK
JACOBSEN GULCH SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-646

COUNTY NAME
MALHEUR

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:
I-80N-8(23)367
7605

11-16-71

RECEIVED
NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

11-19-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	OCTOBER 20, 1971	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL HIGHWAY – ROUTE 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
SUPPLEMENTING OUR OCTOBER 20, 1971 AUTHORIZATION AND AFTER CONCURRENCE IN AWARD YOU YOU ARE AUTHORIZED TO PROCEED WITH PERMANENT PAVEMENT STRIPING BY STATE FORCES IN THE AMOUNT OF $4,000.00 AND STAGE CONSTRUCTION STRIPING BY STATE FORCES IN THE AMOUNT OF $2,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) — PERMANENT PAVEMENT STRIPING BY STATE FORCES $4,000.00; STAGE CONSTRUCTION STRIPING BY STATE FORCES $2,000.00.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-71	R Green	FOR DIVISION ENGINEER

FORM FR-1240 EXISTING STOCKS OF FORM FR-1240 (REV. 6-66) WILL BE USED

RECEIVED
NOV 11 1971

FOR FILE
I-80N-8(23)-67
7605

59

10-19-71

October 21, 1971

U. S. of America
Bureau of Reclamation
P. O. Box 8008
Boise, Idaho

Attention: Regional Director
Region I

MISC. CONTRACTS and
AGREEMENTS No. 4345

Gentlemen:

Attached are three copies of an agreement with the Bureau of Reclamation, Owyhee Irrigation District, and the Oregon State Highway Commission covering reconstruction of facilities in conflict with North Fork Jacobson Gulch-North Ontario Interchange Section of I-80N in Malheur County. -7605

Please enter the date on page 1, sign the agreement on page 6 and fill in the notary on page 8. You may keep a copy of this agreement for your records and please return two copies to this office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
Att.

cc F. D. Morgan
Attn: T. W. Litchfield

RECEIVED
OCT 19 1971
FOR FILING

I-80N-8(23)367
7605

October 12, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the October 19 meeting an agreement between the State, the Bureau of Reclamation, and the Owyhee Irrigation District covering the reconstruction of their facilities in conflict with the North Fork-Jacobsen Gulch-North Ontario Interchange Section of I-80N in Malheur County.

The work will be performed by the State's contractor and consists of extending an existing underpass for the use of the District's equipment, construction of a diversion box and construction of approximately 600 feet of right-of-way fence between the highway and irrigation ditch.

The agreement further provides that the State will perform structural maintenance of all of the crossing facilities constructed by the provisions of the agreement. The Bureau of Reclamation and the District will perform all operational maintenance of their facilities covered by the agreement. The maintenance must be performed from outside the access control lines.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan (Attn: T. W. Litchfield)
J. F. Putnam

PGP:dl fn

RECEIVED
OCT 2 1971
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

I-80N-8(23) 347

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

7605

October 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage N.E.
Salem, Oregon 97301

Re: Additional Conflict
Idaho Power Company
North Fork Jacobson Gulch-North
Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(23)867

Dear Sir:

Reference is made to your letter dated July 21, 1971, which authorized us to proceed with the lump sum adjustment of Idaho Power Company's facilities on this section.

During construction, it was found that an anchor to a two-pole structure owned by Idaho Power Company located approximately 400 feet easterly of Station 1150 was in conflict with the construction. The estimated cost of adjusting the anchor is $400.

This matter was discussed with your Mr. Burghardt on October 1, 1971. He established an eligible date of September 29, 1971 for performing this work.

Since the original lump sum agreement was for $497.42, we are requesting an over-run of $400 for this additional work, which will be performed on an actual cost basis.

Your approval of the additional work, as evidenced above, and confirmation of Mr. Burghardt's authorization to proceed effective September 29, 1971, is requested.

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
V. L. Gallagher (2)

Form E-123

Mr. Klaboe

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SEP 14 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-8(23)367
7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 9, 1971

NOTED
F. B. KLABOE

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

40808-Thayer Cattle Co.
N. Jacobson Gulch-N.
Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
I-80N-8(15)

Attention: Mr. Charles J. Mathias

Dear Mr. Simpson:

On June 17, 1971, the matter of extending the stock pass at Engineers Station 1130+50 was discussed.

We have now optioned the Thayer property and are holding the agreement in Mr. Saling's office pending your approval. The option obligates the State to extend the underpass.

Very truly yours,

R. A. Chatwood
Administrative R/W Agent

KAC:lf

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-108 (Rev. 8-70)

STATE COPY G-1P

OREGON STATE HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 8-12-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature] Wolach
TITLE Dist. Engineer
DATE 8-12-71
FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7605 Order No. 8-2-71

Section N. Fork Jacobsen Gulch - N. Ontario Interchange Date August 12, 19 71

Highway Old Oregon Trail F.A.P. No. I 80N-8(23)367

County Malheur Prefix 623-1024 Account No. 278-02

Description of Work To Be Done:

Stage construction (Temporary) striping as applied to detours and temporary traffic patterns on project.

Location by Station Numbers:

Where needed throughout limits of project.

Estimate of Quantities and Costs:

Labor		$ 480.00
Equipment		320.00
Material		200.00
	Total	$1000.00

Explanation:

This is an additional anticipated item and State Forces are better equipped to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$4,781,364.66
Present estimate of project cost, including $1,000.00 for work under this order	$4,781,364.66
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett
Resident Engineer
By: [signature]
Asst. Resident Engineer

Approval Recommended: [signature]
For: Construction Engineer or Bridge Engineer

Approval Recommended: [signature]
Regional Engineer
Coast

Approved: [signature]
Construction Engineer

Form A-[illegible] (Rev. 8-70)

STATE COPY

G-1 P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 9-2-71
Contingent upon modification of project agreement if additional funds are required

BY _____

TITLE Dist. Engineer

DATE 9-2-71

FEDERAL HIGHWAY ADMINISTRATION

Section N. Fork Jacobsen - N. Ontario Interchange Date August 12, 1971

Highway Old Oregon Trail F.A.P. No. I 80N-8(23)367

County Malheur Prefix 623-1024 Account No. 269-03 377

Description of Work To Be Done:

Remove Stanton Blvd. lights.

Location by Station Numbers:

999+00 to 1038+00

Estimate of Quantities and Costs:

Labor	$ 480.00
Equipment	320.00
Total	$ 800.00

Explanation:

The existing steel light poles, bracket arms, and luminaires at Stanton Blvd. are to be removed by State Forces as directed on plans.
This is an additional anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,781,364.66	
Present estimate of project cost, including $800.00 for work under this order	$4,781,364.66	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: P. F. Burnett, Resident Engineer

By: _____ Asst. Resident Engineer

Approval Recommended: _____ Regional Engineer

Approval Recommended: _____ For: Construction Engineer or Bridge Engineer

Approved: _____ Construction Engineer

Form E-200—Rev

STATE COPY C-1

OREGON STATE HIGHWAY DEPARTMENT

I-ION-8(23)367
7605

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-9-71
Contingent upon modification of project agreement if additional funds are required

BY [signature]

TITLE Dist. Engineer

DATE 9-3-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Fk. Jacobsen Gulch-N. Ontario Intch. Date

Highway Old Oregon Trail Contract No. 7605

County Malheur Prefix 63-1024

Contractor Compton & Ross, J. V. F. A. Project No. I-80N-8(23)367

Address Box 86 McMinnville, Oregon 97128 Order No. Four

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace service road for Skyline Farms.

Location by station numbers:

Sta. 857 to Sta. 940 + 50

Estimate of quantities and cost:

Equipment	$ 3,300.00	
+ 15% O. H.	495.00	
Labor	2,200.00	
+ 20%	440.00	
Materials	491.00	
+ 15% O. H.	74.00	
Total	$ 7000 .00	Net Increase $ 0.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This an anticipated additional item. Funds to perform this work set up on project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,781,364.66	
Present estimate of project cost, including $7,000.00 for work under this order	$4,781,364.66	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: [signature]
Resident Engineer

Approval Recommended: [signature]
Construction Engineer or Bridge Engineer

ORIGINAL SIGNED BY ALBERT SUMPTER, JR.
Approval Recommended: [signature]
Division Engineer

Approved: [signature]
Deputy State Highway Engineer
Assistant State Highway Engineer or

9-27-71

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AUG 23 1971
FOR FILING

I-80N-8(23)367
7605

August 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7605
Prefix 623-1024
FAP I-80N-8(23)367

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2 covering stage construction striping on the North Fork Jacobsen Gulch -North Ontario Interchange Section of the Old Oregon Trail Highway in Malheur County.

The contractor is neither properly equipped not staffed to perform the work contemplated under this order. The State has the necessary special equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

The estimated total cost of the work to be done under this order is $1,000 with Federal participation of $900. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on August 17, 1971.

Your approval as of August 17, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
John A. Bond
Construction Administration Engineer

jf:fw

I-80N-8(23)367

7605

STATE COPY 6-1P

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8/12/71
Contingent upon modification of project agreement if additional funds required
BY [signature]
TITLE Dist. Engineer
DATE 9-2-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Fk. Jacobsen Gulch - N. Ontario Intch. Date August 10, 1971

Highway Old Oregon Trail Highway Contract No. 7605

County Malheur Prefix 623-1024

Contractor Compton & Ross, J. V. F. A. Project No. I-80N-8(23)367

Address P. O. Box 86 McMinnville, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Embankment foundation excavation will be required to stabilize foundation of fills falling in wet areas.

375

Location by station numbers: Throughout limits of project.

Estimate of quantities and cost:

Equipment Rental	$ 24,000.00
+ 15% O.H. & Sup.	3,600.00
Labor	6,000.00
+ 20% O.H. & Sup.	1,200.00
Total of Order	$ 34,800.00
Net Increase	$ 34,800.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work to be performed in accordance with provisions set forth in Section 203 of Standard Specifications etc, 1970 issue. This not an anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,781,364.66
Present estimate of project cost, including $34,800.00 for work under this order	$4,781,364.66
Expected under-run / over-run amount	$ —
Expected under-run / over-run per cent	—

Space to right of this line is for use of Salem Office

Submitted by: J. J. Burnett
Resident Engineer

Approval Recommended: [signature]
Construction Engineer or Bridge Engineer

Copy V. 5K00 7
9-13-71

Approval Recommended: [signature]
Division Engineer

Approved: [signature]
Deputy State Highway Engineer, Assistant State Highway Engineer

RECEIVED
JUL 30 1971
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-8(23)367

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: July 27, 1971

In reply refer to: 08-35.6

7605

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(23)367
North Fork Jacobson Gulch - N. Ontario Interchange

Revised Drawing 23229 for Doman Road Overcrossing submitted with Mr. Hart's letter of July 14 has been reviewed and is approved.

An approved copy of the drawing is enclosed.

Enclosure

Orig & Engr to Bridge 7-30-71

RECEIVED
JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUL 2[illegible] 1971
UTILITY UNIT

RECEIVED
JUL 2[illegible]
OF[illegible]
STATE HIG[illegible]

OREGON STATE HIGHWAY DIVISION

I-80N-8(23)367

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7605

July 23, 1971

Idaho Power Company
Box 70
Boise, Idaho 83707

ATTENTION: Mr. C. L. Sept
Distribution Studies Engineer

Re: Power Line Adjustment
N. Fork Jacobsen Gulch-N. Ontario
Interchange Section
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(20)867

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 1, 1971, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of June 22, 1971.

Reimbursement for the work performed on and subsequent to June 22, 1971, in the amount of $497.42, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog
H. S. Coulter w/attach (2)
P. F. Barnett "
C. K. Ansell "
H. M. Fillmore

7-21-71

FORM PR-124
(REV. 2-67)

RECEIVED
JUL 29 1971
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-8(23)067

STATE PROJECT NO.
NORTH FORK-JACOBSEN GULCH
NORTH ONTARIO INTCHG SECT

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MALHEUR

ITEM NO.
1-642

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

I-80N-8(23)067
7605

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 23 1971
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 22, 1971	INTERSTATE 80N
		STATE ROUTE NUMBER: STATE ROUTE #6

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MAY 13, 1971 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR IDAHO POWER COMPANY EFFECTIVE JUNE 22, 1971. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $497.42 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH IDAHO POWER COMPANY CONSISTING OF THE JULY 1, 1971 IDAHO POWER COMPANY LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 8, 1971 LETTER.

RECEIPT OF MR. FILLMORE'S JUNE 2, 1971 AFFIDAVIT OF THE IDAHO POWER COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-21-71	For R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
1971 UTILITY UNIT
FILING

OREGON STATE HIGHWAY DIVISION

I-80N-8(23)-1-1

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

July 16, 1971

Bureau of Reclamation
214 Broadway Avenue
Box 7504
Boise, Idaho 83707

4240

ATTENTION: Mr. D. W. Applegate
Project Superintendent

Re: Bureau of Reclamation-Owyhee Irrigation District-State Agreement
North Fork Jacobsen Gulch-North Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
Bureau of Reclamation File No. 03476
R/W File No. 41262-BLM

Gentlemen:

Your letter to the Oregon State Highway Commission, dated June 30, 1971, which transmitted three copies of the proposed agreement to the State, has been referred to this office for reply.

As stated in my letter to your Mr. Moore, dated May 14, 1971, your standard language concerning maintenance and access as expressed in Paragraphs 8 and 9 of the proposed agreement cannot be accepted by either the State or the Federal Highway Administration.

This matter has been discussed in the past, and language acceptable to the State, Bureau of Reclamation and District was included in Paragraphs 10 and 14 of the Bureau of Reclamation-Hermiston Irrigation District-State Agreement, dated February 9, 1968.

Following is a draft of Paragraphs 8 and 9 of the proposed agreement using the language previously agreed to by the Bureau of Reclamation and the State:

8. The State shall be responsible for the structural maintenance of the crossing facilities (box culverts at or near Highway Stations 966, 970 and 1071) constructed pursuant to this agreement as shown on the official plans described in Paragraph 6 of this agreement. The United States and the District shall be responsible for the operation and operational maintenance of the irrigation facilities owned by the District which are adjusted or relocated by the provisions of this agreement and the State hereby grants the United States and the District, their officers, agents and employees, the right to go in, over and upon the highway right of way for such purposes; provided, however, that except in cases of

emergency, such entry upon the highway right of way shall be from outside the access control lines and shall not be from the main traveled way of the highway.

In addition to the above provision, the United States and District will be responsible for structural maintenance of the diversion box (Paragraph 7d) if it is reconstructed by the State.

9. Neither the United States nor the District shall be liable for any non-negligent acts resulting in damage or injury to the State's facilities or operations in connection with the construction, operation and maintenance of the Owyhee Project as it affects the section of highway concerned in this agreement. Neither the United States nor the District shall be responsible for, nor do they assume any liability for injury or damage to any person or property incident to or that may arise during and in connection with the exercise by the State for the privileges granted by this agreement.

Also, Paragraph 6 does not adequately describe our construction plans. We would suggest that Paragraph 6 be revised to read as follows:

6. The United States and the District hereby grant to the State, subject to the terms and conditions of this agreement, the right to construct, reconstruct, operate and maintain that portion of the North Fork Jacobsen Gulch-North Ontario Interchange Section of the Old Oregon Trail Highway, as shown on the construction plans of Highway Project No. I-80N-8(23)367, dated June, 1971, on file in the office of the Highway Division in Salem, Oregon, over, under and across the project facilities referred to in Article 2, the same being between Highway Stations 961+ and 1193+; provided, however, that the State shall submit to the United States and the District, for approval prior to beginning construction or reconstruction, appropriate drawings and specifications of all crossings over project facilities to be made pursuant to this agreement.

Considering that the proposed agreement (Paragraph 6) calls for the State to submit the portion of the construction plans which concerns the District's facilities to the United States and the District for their approval, the other provisions of the proposed agreement are acceptable to the State and the Federal Highway Administration. The Commission will require one fully executed copy of the agreement for its records.

Attached are the three counterparts of the proposed agreement transmitted with your letter of June 30, 1971. Please revise the agreement as suggested above, and submit to this office for further handling. If you have any questions concerning the suggested changes, please contact the undersigned.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: North Board of Control
Owyhee Project
17 South First Street
Nyssa, Oregon 97913
Attn: Mr. Adam Focht

R. E. Simpson
F. B. Klaboe - re: Assignment No. 4240-FBK
H. S. Coulter
H. M. Fillmore

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-8(23)367

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

July 16, 1971

North Board of Control
Owhyee Project
17 South First Street
Nyssa, Oregon 97913

ATTENTION: Mr. Adam Focht

Re: Construction Plans
Bureau of Reclamation-Owhyee Irrigation District-State Agreement
North Fork Jacobsen Gulch-North Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
Bureau of Reclamation File No. 03476
R/W File No. 41262-BLM

Gentlemen:

Reference is made to our letter dated May 14, 1971, which transmitted revised preliminary plans to you and the Bureau of Reclamation. These plans included all the changes you had requested. The Bureau of Reclamation used these plans to prepare the proposed above captioned three-way agreement.

F. B. KLABOE

Mr. Applegate, by his letter of June 30, 1971, transmitted three counterparts of subject agreement to the State for our review and approval. These are now being studied by the State and the Federal Highway Administration. Any comments we may have concerning them will be handled by separate correspondence.

Enclosed herewith, in accordance with Paragraph 6 of the above mentioned agreement, are two copies of a portion of our construction plans which concern the District's facilities (Sheet Nos. 1, 2, 7, 8, 9, 9A, 10, 11, 12, 13 and 14 and Drawing Nos. 26303, 24535, 22791, 11477, 17292 and 10509). Also enclosed for your information is one copy of our specifications for this project.

Please review and forward one set of the appropriate approved plans to the Bureau of Reclamation for their approval. We request that this set of plans be returned to this office for our records.

PGP:dl
Enclosure
cc: Bureau of Reclamation
214 Broadway Avenue, Box 7504
Boise, Idaho 83707
Attn: Mr. D. W. Applegate w/copy of plans and specifications
R. E. Simpson
F. B. Klaboe
H. S. Coulter
H. M. Fillmore

Very truly yours,

F. D. Morgan
Construction Engineer

BY ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUL 19 1971
FOR FILING

I-ION-8(23)367

7605

bc F. Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett
William Geibel (SAIF)

July 13, 1971

J. C. Compton Company and
Ross Bros. Construction, Inc.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on June 28, 1971, accepted your proposal for work on the North Fork Jacobsen Caleb-North Ontario Interchange Section of the Old Oregon Trail in Malheur County for the sum of $4,189,183.70 and referred it to the State Highway Engineer with authority to award the contract as soon as the necessary right-of-way was acquired and approval was received from the Federal Highway Administration.

These conditions were fulfilled and the State Highway Engineer July 12, 1971, awarded you the project, which has been assigned Contract No. 7605.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

RECEIVED
JUL 13 1971
FOR FILING

I-80N-8(23)367

7605

July 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of July 12, 1971, is requested in the award of contract for the N. Fk. Jacobsen Gulch-N. Ontario Interchange Section, Project No. I-80N-8(23)367.

The contractor receiving the award is J. C. Compton Co. & Ross Bros. Const. Inc., in the amount of $4,189,183.70 with Contract No. 7605 assigned. This bid was received on June 24, 1971, and awarded July 12, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway
Administration endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

7-7-71

FORM PR 1200-1
(REV. 10-69)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJ. NO.
I-80N-8(23)367

STATE PROJECT NO.
NORTH FORK JACOBSEN GULCH
NORTH ONTARIO SECTION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING
JUL 13 1971

FROM:	PROGRAM NO.	COUNTY NAME
R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	ITEM NO. I-642	MALHEUR PROGRAM STAGE (Check) [ ] 1 [X] 2

TO:

I-80N-8(23)367
7605

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 2, 1971	JUNE 2, 1971	INTERSTATE 80N
		STATE ROUTE NUMBER STATE PRIMARY ROUTE 6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORICED TO PROCEED WITH CONTRACTOR'S FLAGGING INCREASED TO THE AMOUNT OF $25,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING INCREASED TO $25,000.00.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

young
7-12-71

NOTED
TOM EDWARDS

RECEIVED
JUL 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 7, 1971	[signature]	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FORM PR-1240 (Rev. 7/68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

JUN 16 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-8(23)367

STATE PROJECT NO.: NORTH FORK JACOBSEN GULCH
NORTH ONTARIO SECTION

FROM: FOR FILING
R/ E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
6-11-71

PROGRAM NO.:

ITEM NO.: I-642

COUNTY NAME: MALHEUR

PROGRAM STAGE (Check): [ ] 1 [XX] 2

TO:
I-80N-8(23)367
7605

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

found w/ enc. 6-15-71

NOTED
F. B. KIBBE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 2, 1971	JUNE 2, 1971	INTERSTATE 80N
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE 6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,500.00; ON THE JOB TRAINING IN THE AMOUNT OF $4,800.00; AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $10,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $2,500.00. ON THE JOB TRAINING $4,800.00. TEMPORARY EROSION CONTROL $10,000.00.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 1, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING THE RIGHT TO ENTER AND USE ALL RIGHT OF WAY PRIOR TO YOUR REQUEST FOR OUR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-71	G. H. Green	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

STATE OF OREGON 1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED JUN 1 1971

I-80N-8(23)-867

7605

June 3, 1971

cc's sent 6-8-71

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
H. S. Coulter (2)

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We have reviewed the plans for your project entitled "North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County."

It does not appear that there will be any adverse effects on wildlife resources as a result of this proposed project. The project is approved with the recommendation that water quality standards will be maintained during construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED JUN 8 1971 OFFICE OF STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

Jean F

RECEIVED
MAY 28 1971
FORM B-30-X (12-67)
FOR FILING

I-ION-8(23)367
7605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

May 27, 1971

To: Mr. L. H. Young
Program and Planning Engineer

PROGRAM AND PLANNING

SUBJECT: Right of Way Status
FAI Project
June 24, 1971
Bid Opening Date

This letter is to supplement my letter of May 20, 1971 in regard to the N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail Highway, Malheur County.

In my May 20 letter I stated that we would have "possession and all rights of entry and rights of access to these files prior to June 3, 1971." We have just been informed that on File 40808-Thayer there has been a split wherein a small fraction of the right of way needed from Thayer is now covered by another ownership.

It will now be necessary to appraise and negotiate for this fractional part of the original right of way and revise our appraisal on File 40808 before we can file a suit in condemnation.

For this reason the right of way under this file will not be available until the day we request Federal Highway Administration concurrence and award.

ORIGINAL SIGNED
JOHN R. OAKES

NOTED
F. B. KLA...

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAY 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

OF IND

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 — I-80N Ontario N.W. 6.62 Mi. — 55	ADT	2,700	FU (60

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 — Gr., Dr., H.T. Pave., 4 Strs. — 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	E 72
CARD 4	CLASS OF FEDERAL FUNDS [1] — Interstate						C
	NAME OF URBAN AREA 17-31	F.A. SYSTEM — Interstate					

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (64) (66)
1	(1-8)	16	41	42	43 - 46	53					
5					PE ROW CONST		ITEM AS NOW PROGRAMED	642	I-80N-8(23)367	I-80N Ontario NW 6.62 Mi. (N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec.)	6.62
										PROJECT TOTAL	6.62
5					PE ROW CONST		RE-QUESTED REVISION	642	I-80N-8(23)367	I-80N Ontario NW 6.62 Mi. (N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec.)	6.62
										PROJECT TOTAL	6.62

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To add to Character of Propose conform to the latest estimate.
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: May 13, 1971	PROGRAM REVISION REQUESTED	
	DATE May 27, 1971	DATE
OTHER:	SIGNATURE	SIGNATURE
	[redacted] Program and Planning Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

5-27-71

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

T	2,700	FUTURE 4,200 (66) (70)	YEAR 91 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 042 4 6	ITEM NO. 642 (14) (19)

MISCELLANEOUS FUNDS ONLY

DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY: POST MI. (24) (26)	DESIG. 27
I-	80-8(23)	367	N

COUNTY NAME: Malheur — CODE 14 045 16

Interstate — RTE NO. I — FEDERAL AID I-80N (32) — STATE 6 (36) (37) — U.S. I-80N (41)

TERMINI	MILES (56) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
rio NW 6.62 obsen Gulch- Intchge.	6.62	3,800,000	3,505,000	295,000	Gr.,dr.,4-12' lanes H.T. pave., with 10'R & 6'L shldrs., median var. (44' min. to 106' max.), 3 strs. (length 394.5'), illum. of 2 intchges., traffic signs & const. 20' front. rds.
T TOTAL	6.62	3,800,000	3,505,000	295,000	
rio NW 6.62 obsen Gulch- Intchge.	6.62	4,860,000 (16) (23)	4,480,000 (24) (33)	380,000	Gr.,dr.,4-12' lanes H.T. pave., with 10'R & 6'L shldrs., median var. (44' min. to 106' max.), 4 strs. (length 506.5'), illum. of 2 intchges., traffic signs & const. 20' front. rds.
ECT TOTAL	6.62	4,860,000	4,480,000	380,000	

HANGE:
Character of Proposed Work 1 twin str. (see back for data). To increase project cost to the latest estimate which includes cost of added twin structure.

	RECOMMENDED	APPROVED
	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

r
of funds involved.

USCOMM-DC 48968-P61

Data for added twin structure:

Mile Point	Description	Type Code	Estimated Cost
0.00	Northerly end of project		
1.84	County Rd. O'xing; Br. Nos. 7979A & 7979B; hwy. over hwy.; twin prestressed slab span; L. 112' ea.; H.C. 42' ea.	X280	$161,000

RECEIVED
JUN 2 - 1971

Files

FOR FILE
I-80N-8(23)367
7605

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 26, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy sent 5-27-71

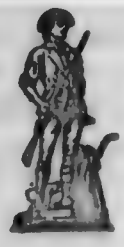
SUBJECT: Oregon Project I-80N-8(23)367
North Fork Jacobson Gulch-North Ontario Interchange

The proposal in Mr. Merchant's May 24 letter for determining the salvage credit of the obsolete existing light poles is satisfactory.

Merchant
cy to
5-28-71

NOTED
A. E. JOHNSON

RECEIVED
MAY 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 27 1971

A. E. Johnson

OREGON STATE HIGHWAY DIVISION

I-80N-8(23)347

HIGHWAY BUILDING • SALEM, OREGON • 97310

7005

May 24, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P O Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Attention: Ernest J. Valach

Dear Mr. Simpson:

North Fork Jacobsen Gulch-North Ontario Intch.
Old Oregon Trail Highway I-80N
Bridge No. 9799

Pursuant to our conversation relative to salvaging the light poles at the North Ontario Interchange on the North Fork Jacobsen's Gulch-North Ontario Interchange Section we propose to handle the matter in the following manner:

1. The existing light poles have no value in the new illumination installation and will remain the property of the State and are to be stockpiled at our maintenance yard at Ontario.

2. We will credit the Federal-aid Project in the amount of money equal to $0.015 per pound for the material salvaged by the State. This unit price was determined as follows:

   a. Scrap value of the materials - $0.0075 per pound.

   b. Extra cost to the contractor for extra handling, sorting, and hauling materials to state maintenance yard at Ontario - $0.0075 per pound.

   c. We will credit the project for the following amounts of money:

8,800 lbs. @ $0.015	$132
Total	$132

We believe the above set forth manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

LLW/ag

cc: A. E. Johnson
L. H. Young
Jay Boyd
H. S. Coulter
Howard Read

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1971
FOR FILING

I-80N-8(23)367
7605

May 24, 1971

Oregon State Highway Commission

Gentlemen:

The Malheur County Court has executed a throughway agreement concerning construction of the Olds Ferry-Ontario Section of the Old Oregon Trail Highway (I-80N), lying entirely within the jurisdictional boundaries of Malheur County.

The agreement generally provides for construction and maintenance of the project by the State and is intended to cover all right-of-way acquisition, grading, drainage, base, paving, structures, and signing. The County has agreed to cooperate with the State in the usual manner to effect the relocation or adjustment of any utility facilities that may be in conflict with the plans for the project and has accepted the State's recommendations for the closure of certain roads that are presently under County jurisdiction. The agreement also stipulates that the County will assume all responsibility for certain frontage roads that are to be constructed as a part of the project.

The southerly portion of this section (North Fork Jacobsen Gulch-North Ontario Interchange) is scheduled for contract at the June bid opening with an estimated cost of $3,920,000.

This matter will be on the agenda of the June 22 meeting. We recommend your approval and request authority for the Secretary to sign this agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query, Tom Edwards, F. B. Klaboe, A. E. Johnson, Victor D. Wolfe, D. H. Moehring, L. H. Young, F. D. Morgan, Frank L. Hall, H. S. Cox, H. S. Coulter

dMCH:ljt sr

RECEIVED
MAY 24 1971

Form FHWA-21 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-80N-8(23)367

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7605

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 20, 1971

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-80N-8(23)367
North Fork Jacobsen's Gulch-North Ontario Interchange

The proposed salvage credit for existing unsuitable guardrail described in Mr Hall's May 19 letter is satisfactory.

F. B. KLOKOW

5-24-71
REFERRED TO
Hall
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FD 827-954

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5(N)-9(23)-67

HIGHWAY BUILDING • SALEM, OREGON • 97310

7605

May 19, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

Dear Mr. Simpson:

Pursuant to our conversation relative to salvaging guard rail members on the North Fork Jacobsen's Gulch-North Ontario Interchange Section we propose to handle the matter in the following manner:

1. We will specify that the guard rail members not reused in the permanent installation will remain the property of the State and are to be stockpiled at our maintenance yard at Ontario.

2. We will credit the Federal-aid Project in the amount of money equal to $0.015 per pound for the material salvaged by the State. This unit price was determined as follows:

   a. Scrap value of the materials - $0.0075 per pound.

   b. Extra cost to the contractor for extra handling, sorting, and hauling materials to state maintenance yard at Ontario - $0.0075 per pound.

   c. We will initially credit the project for the following amounts of money:

Guard Rail Panels	57,360 lbs.	c $0.015	$860
		Total	$860

The actual credit to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard is determined.

We believe the above set forth manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

R. L. Porter
State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jf

cc: F. B. Klaboe
L. H. Young
Jay Boyd
H. S. Coulter
Howard Read

RECEIVED
MAY 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-BON-2(23)367

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

7605

May 14, 1971

Bureau of Reclamation
Regional Office, Region 1
P. O. Box 937
Boise, Idaho 83701

ATTENTION: Mr. N. H. Moore
Desk No. 424

Re: Bureau of Reclamation-Owyhee Irrigation District-State Agreement
N. Fork Jacobson Gulch-N. Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
Bureau of Reclamation File No. 03476
R/W File No. 41262-BLM

Gentlemen:

Reference is made to our letters dated May 4, 1971, April 16, 1971, and August 22, 1968, all relating to the adjustment of the facilities owned by the Owyhee Irrigation District to accommodate the proposed construction.

Enclosed is one copy of our preliminary plans for this project. These revised plans include all the changes requested by the Owyhee Irrigation District.

Please prepare the three-way agreement and submit it to this office for further handling. Since the language used in Paragraphs 10 and 14 of the Bureau of Reclamation-Hermiston Irrigation District-State Agreement, dated February 9, 1968, was determined to be suitable to both the State and the Bureau of Reclamation, we suggest that similar language be incorporated into this agreement. Descriptions of the right of way the State will require from the Bureau of Land Management for this project are in your files and are referred to in your letter of April 11, 1967 - your file 03476.

We would appreciate your early attention to this matter so that we may proceed to open bids on July 29, 1971 as scheduled. If you have any questions or require portions of our plans for exhibits, please contact Mr. H. M. Fillmore, telephone 963-3177 LaGrande, or this office.

FDM:dl

Very truly yours,

F. D. Morgan
Construction Engineer

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

By

T. W. Litchfield
Railroad and Utility Engineer

cc: Mr. John Welch w/copy of plans
Bureau of Reclamation
c/o Regional Director-BLM
Box 8006, Boise, Idaho 83701

North Board of Control w/copy of plans
Owyhee Project
17 South First Street
Nyssa, Oregon 97913-Attn Mr. Focht

F. B. Klaboe, H. S. Coulter, H. M. Fillmore

RECEIVED
MAY 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-80N-8(23)367
7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

N. F. Jacobson Gulch-N. Ontario Intch. Sec.
Old Oregon Trail Hwy. I-80N
O'xing of County Rd.(So. F. Jacobson Gulch)
Br. Nos. 7979 and 7979B

Transmitted herewith are two prints of our preliminary structure layout for the subject overcrossings referred to in your letter of May 10, 1971.

The 112 foot long prestressed slab spans (34-42-36)are the minimum type of facility that is satisfactory at this location. The bents will consist of prestressed concrete piling or concrete encased steel piling, depending on the foundation investigation. The total estimated cost for the two structures is $180,000 which includes an allowance for engineering and contingencies.

This is being sent as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

LLW/ag
Attachments
cc: A. E. Johnson
V. Skoog
L. Young

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GPO 927-954

RECEIVED
MAY 13 1971

Form FHWA-12 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-80N-8(23)-67

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7605

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1971

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-80N-8(23)367
N. Fork Jacobson Gulch-N. Ontario Interchange Section
Old Oregon Trail Highway
Illumination

The illumination plan for the N. Ontario Interchange submitted with Mr. Porter's May 12 letter shows an illumination pattern somewhere between full and partial illumination. Since only partial illumination is justified the plan should be modified accordingly. We would approve an illumination plan similar to the North Powder Interchange. with the relatively high crossroad traffic, illumination of the intersections and structure would be justified.

orig to Hall
w/enc.

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Fred

NOTED
F. A. HALL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1971
FOR FILING

MAY 17 1971
FISH COMMISSION
Director
Asst. Director
Fiscal Section

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 13, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

HOLD
F. B. KLABOE

Dear Sir:

Re: North Fork Jacobsen Gulch-North Ontario Intchge
Section, Old Oregon Trail Hwy, Malheur County

cc's sent 5-25-71

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
V. H. Tebeau
F. E. Terpin
H. S. Coulter (2)

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans scheduled for contract letting June 24, 1971.

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall

Frank L. Hall
Design Engineer

RECEIVED
MAY 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Enclos.

SHR 5-20-71

Dear Frank,
The streams involved are no longer utilized by anadromous fish. Thus passage for these species is not required. Protection of resident fish is necessary. Therefore we are interested that water quality standards are maintained. Project approved.

Burt Carnegie
Hydraulic Engr.

TRANSACTION NUMBER 5-49

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	5-13-71

BY (Signature): MR. YOUNG'S MAY 4, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 642 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
642	I-80N-8(23)367	6.62	3,800,000	3,505,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
NORTH FORK JACOBSEN GULCH–NORTH ONTARIO INTERCHANGE SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT – 3 STRUCTURES–ILLUMINATION AND SIGNING.

Young 5-18-71

NOTED FOR FILING
RECEIVED
MAY 18 1971
OFFICE OF STATE HIGHWAY ENGINEER

5-13-71

I-80N-8(23)367
7665

Remarks (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITY ADJUSTMENTS.

NOTED
F. B. KLOCH

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		5-13-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAY 13 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

I-80N-8(23)367

Memorandum

7605

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(23)367
Wheelhorse (South Fk. Jacobsen Gulch) Gulch
N. Fk. Jacobsen Gulch - North Ontario Intersection

As requested in Mr. ~~Klaboe~~ Hall's May 7 letter the provision of a structure at Sta 940+57 adequate for a two-lane county road is approved.

It is understood that the facility will be the minimum necessary to provide adequate clearance and that the County Agreement will include provisions for maintenance of the connecting roads by the county.

5-13-71

REFERRED TO
Hall
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
MAY 1
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1971
STATE PURCHASING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-80N-8(2)367
7605

May 7, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
F. B. KLAE

Dear Sir:

Re: Wheelhorse Gulch -
North Ontario Section
Old Oregon Trail Highway (I-80N)

In the attached copy of a letter from the Malheur County Court we have been requested to replace an existing 13' x 13' equipment pass with a structure that will give required clearance for a public road. Their reasons for this request have been investigated and the following facts established:

1. At the time the 13' x 13' equipment pass was constructed, the area on the west side of the highway was range land and only minimum access was justified. In recent years the area has changed to highly developed agricultural use under irrigation.

2. With the change in land use a public road has been developed serving the area from east to west through the 13' x 13' box. This road is a connecting road between existing county road systems on the east and west sides of the highway.

3. This road lies in the Wheelhorse Gulch Valley, a natural topographical location for the road.

4. The County Court has agreed to maintain the road as an established county road if the necessary clearance is provided under the highway, as a connecting road in the county road system.

Aerial pictures taken in 1969 show that the area has changed, as the Court claims, from range land to agricultural use and that a road has been developed that connects with county roads on both sides of the highway.

An extension of the existing 13' x 13' box from a length of about 50 feet to 200 feet would be impractical for any public use of the road. Unless a structure with adequate clearance is provided, the existing structure would have to be closed rather than extended.

After reviewing the facts, we concur with the County Court that the change in land use, the possibility of more intense development of the area into small farms, and the need for a public road as an intertie with the county road systems justify a structure with adequate clearance, and the extension of the existing box is impractical. As part of this development the court has agreed to close an existing box at Station 857 with provisions of frontage roads.

Prints of an aerial mosaic accompanies this letter that shows the developed area and road system. We ask that you approve the County's request and authorize replacement of the 13' x 13' box with structures that provide clearance for a public road.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jf
cc: F. B. Klaboe ✓

RECEIVED
MAY 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

The County of Malheur

VALE, OREGON

May 5, 1971

RECEIVED
COUNTY & CITY SECTION
MAY 6 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. Si Cox, Engineer
Chief, City-County Division
Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Widening and extension of under-pass on U. S. Interstate Highway 80 North

Dear Mr. Cox:

The Malheur County Court strongly believes that the 13 x 13 foot box or underpass on U. S. Interstate 80 North, located in the S. W. ¼ of Section 12, Township 17, Range 46 in Malheur County, should be widened to 24 or 26 feet in width and a box 24 or 26 feet wide be placed under the additional two lanes of traffic as proposed. In discussions with the Oregon State Highway extending over a period of several years, the Court has maintained the foregoing position and presumed that our request would be included in the proposed four lanes of Interstate 80 North from Ontario to Farewell Bend. The necessity for our request appeared so obvious that the Court did not believe it necessary until recently to pass a resolution requesting widening of the existing box and the additional wide box on the proposed widening to four lanes. However, examination of plans and extension of the 13 x 13 foot box, resulted in a court resolution on April 8, 1971.

Action by the Court was based on the following considerations.

a) The present 13 x 13 foot box does not provide for movement of farm equipment, livestock or trucks used for either livestock or feed.

b) Extension of the present structure will increase disadvantages.

c) To widen structures will provide for safety, require less lighting, movement of equipment, livestock and vehicle use.

Copy to: Frank Hall

d) Recognization that the structure once installed or built cannot be modified or enlarged irrespective of development of the area served.

e) That the Jacobsen Gulch road has for years connected with a dedicated county road as a necessary access and egress to a large area, now in the process of change, from grazing livestock to intensive diversified crop economy.

f) The movement of homes into rural areas alongside or adjacent to improved roads with several such subdivisions north and west of Ontario.

Sincerely,

MALHEUR COUNTY COURT

Ellis A. White

By Ellis A. White
Chairman

EAW:lp

RECEIVED
MAY 11 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-8(23)367
7605

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 7, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
Dig to Smethurst
5-10-71

SUBJECT: Oregon Project I-80N-8(23)367
N. Fork Jacobsen Gulch-N. Ontario Section
Bridge 7935A & B and 7971A

We have reviewed the bridge detail plans submitted with Mr. Hart's letter of April 19 and approve them as submitted.

NOTED
A. . . JOHNSON

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 1 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-80N-8(23)367
7605

TO : Mr. K. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem Or 97308

DATE: May 7, 1971

In reply refer to: 08-35-DA

SUBJECT: Oregon I-80N-8(23)367
North Ontario Interchange Illumination
N. Fork Jacobson Gulch-N. Ontario Interchange Section
Old Oregon Trail Highway

Delivered orig. to Merchant 5-10-71

As mentioned in Mr. Marchant's May 6 letter only partial illumination at this interchange is justified. This is further affirmed by the developing change in land use of the surrounding area from rural to urban. Therefore, Federal participation will have to be limited to the cost of partial illumination.

The present illumination pattern which must be modified to incorporate modern safety features and required reconstruction on the main lanes has performed satisfactorily and would be a reasonable guide in developing a modern partial illumination layout.

NOTED
A. E. Johnson

NOTED
JOM EDWARDS

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 PM
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-84N-8(23)367
7605

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

VOID

Dear Mr. Simpson:

North Ontario Interchange
N. Fork Jacobson Gulch-N. Ontario Intch. Sec.
Old Oregon Trail Highway
Malheur County
Bridge No. 9799

Attached are two prints of the preliminary illumination plan for the North Ontario Interchange. Also attached are one print of the existing illumination, one print of photometric sheet 35-175056-00-01, and one print of the current ADT.

It is proposed to remove the existing partial lighting as shown on TED drawing 1703 and install full interchange tower lighting. The existing lighting is provided by twenty 400-watt mercury luminaires on 30-foot fixed base steel poles. The alignment at the west end of the interchange is being revised under this project and will necessitate the removal of luminaire poles at that end. Under present design standards a fixed base is no longer desirable from the safety standpoint and the lighting provided by the 400-watt luminaires at 30-foot mounting heights, while adequate when installed, will no longer meet present standards of 3:1 uniformity. We, therefore, feel it is justified from the economic and design standpoint to remove the existing installation in its entirety and install a new installation.

We propose to illuminate the interchange to 0.7 footcandles maintained at a 3:1 uniformity ratio by means of forty-four 1000-watt Metal-Halide luminaires mounted on eleven 110-foot towers. Four 250-watt mercury vapor under-deck luminaires will be installed under the bridge deck.

It is realized that the present traffic at this interchange will only justify partial illumination under Case B-4; however, it is anticipated, based on present traffic projections, that the crossroad traffic will exceed 5,000 ADT within the next three to five years. This would indicate that within one to three years after completion of this project it would qualify for full interchange lighting under Case B-3.

The crossroad at this interchange is the Olds Ferry-Ontario Highway. This interchange is rural in nature in respect to both the traffic and its location.

The estimate for this illumination installation is $108,000 which includes an allowance for removal and engineering and contingencies.

It is intended to contract this lighting in the very near future and your approval and/or comments are requested as soon as possible.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

DOC:dh
Attachment

cc A. E. Johnson
V. E. Skoog
L. H. Young
L. E. George

RECEIVED
MAY 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

I-80N-8(22)36-7
7605

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

May 4, 1971

North Board of Control
Owyhee Project
17 South First Street
Nyssa, Oregon 97913

ATTENTION: Mr. Adam E. Focht, Manager

Re: Proposed Bureau of Reclamation-Owyhee Irrigation District-State Agreement
N. Fork Jacobson Gulch-N. Ontario Section
Old Oregon Trail Highway
Malheur County
Bureau of Reclamation File No. 03476
R/W File No. 41262-BLM

Gentlemen:

Reference is made to our letter of April 16, 1971, which set forth certain revisions in our plans requested by the Board of Control.

Attached hereto you will find two copies of Sheet 7 of our preliminary plans which shows the proposed construction of a double 10'x8' reinforced concrete box culvert and channel change. These facilities are being constructed for the relocation of the Owyhee Canal necessitated by the State's proposed construction.

Also shown is the proposed extension of the existing equipment underpass required to accommodate the proposed highway construction. A complete set of revised plans will be completed in a few days and will be sent to the appropriate offices. Formal request will be made at that time to the Bureau of Reclamation to prepare a crossing agreement as detailed in our letter of August 22, 1968 and modified as above and in our letter of April 16, 1971.

If the proposed relocation of irrigation facilities meets with your approval, please advise the Bureau of Reclamation at the two addresses shown in the lower left-hand corner of this letter at the earliest possible date, so that the Bureau of Reclamation will grant immediate approval of the right of way requested in our application dated March 8, 1967 (S of R File No. 03476).

Very truly yours,

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: Bureau of Reclamation, Regional Office, Region 1
P.O. Box 937
Boise, Idaho 83701 - Attention: Mr. N. H. Moore

Mr. John Welch
Bureau of Reclamation, R
c/o Regional Director-BLM, Box 6008
Boise, Idaho 83701

F. B. Klaboe, R. E. Simpson, E. F. Saling, H. M. Fillmore,
H. W. Snell, H. S. Coulter, P. F. Burnett, D. H. Moehring

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-4-71

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 I-80N Ontario NW 6.62 mi.		ADT	PRESENT 2,700	FUTURE (66) 4,200	(70)	YEAR (71) 91					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr., Dr., H.T. Pave., 3 Str.		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)				
CARD 4	CLASS OF FEDERAL FUNDS Interstate							COUNTY NAME Malh					
	NAME OF URBAN AREA 17-31							ROUTE NO. I	FEDERAL-AID I-				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (7
5					PE		I-80N Ontario NW 6.62 mi. (N. Pk. Jacobsen Gulch-N. Ontario Intchge. Sec.)			
5					ROW					
5					CONST (CODE)			6.62	3,800,000	3,505,000
								6.62	3,800,000	3,505,000
									(16) (23)(24)	(33)

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-71

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	2,700	4,200	91	08	Oregon	35	042	642

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				I-	80-8	(23)	367	N

COUNTY NAME	CODE	PROGRAM STAGE
Malheur	045	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	6	I-80N

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
				Gr., Dr., 4-12' lanes H.T. Pave., with 10' R. & 6' L. shldrs., median var. (44' min. to 106' max.), 3 strs. (length 394.5'), illum. of 2 intchges., traffic signs & const. 20' front. rds.
3,800,000	3,505,000	295,000		ROW - 250' min.; access control - full; parking restrictions - complete; utilities - adj. required incl. preparatory work.
3,800,000	3,505,000	295,000		

REMARKS

Additional Data: Items 203 and 489; Projects I-80-N-8(11)353 and I-80N-8(15)354 respectively.

-over-

USCOMM DUSCOMM-DC 48903-P61

Remarks - continued:

Project Data: The project consists of grading and draining 4-12' lanes of high-type pavement with 10' R. & 6' L shoulders and a variable median (44' min. to 106' max.). Construction of structures tabulated below under "Structures". Illumination of Stanton Blvd. Interchange. Installation of traffic signs. Construction of 20' frontage roads. Landscape interchange areas as required.

Note: The North Ontario Interchange will have "Safety Improvement Work" consisting mainly of updating illumination and guard rail installations to present Interstate standards. (Type codes and cost of safety work impossible to determine at this time and will be determined at PS & E stage, but will be minor in relation to the overall project cost.)

Roadway:

Type Code	Description	Approx. Miles
9672	Combination; P.C. conc. & A.C	5.89
6204	A.C. with stone base with P.C. admixture	0.20
6201	A.C. with stone base (additional 5" pavement structure to eliminate crown)	0.16

Structures:

Mile Point	Description	Type Code	Est. Cost
0.00	Northerly end of project		
2.32	Owyhee Canal Str.; Hwy. over waterway; Dbl. 10'x8' reinf. box culv.; Length 21'.	X028	$ 72,000
4.02	Doman Co. Rd.; Br. No. 7971A; Hwy. over Hwy.; Prest. conc. girder (WB); Length 141'; H.C. 42' (EB str. in place).	X281	100,000
5.94	Malheur Riv.; Br. No's. 7935A & B; Hwy. over waterway; twin prest. conc. girder; Length 340' (WB) & 407' (EB), H.C. 42'ea.	X081	633,000
	Str. Total Est. Cost		$805,000

Utilities: Adjustment of the following (Type Code Y060),

Idaho Power Company $1,000

Public Hearing, Location/Design Approval: Requirements of PPM 20-8 have been complied with per FHWA letter of May 20, 1969.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70, per FHWA memorandum of Feb. 19, 1970, as a substantial amount of right-of-way was acquired prior to September 30, 1969.

Unusual Circumstances: It is the Highway Division's present intention to require 4 trainees, as set forth in FHWA Order, Interim 7-2(2), on this project.

APR 14 1971
FORM E-30 (REV. 10-68)

I-8CN-7(23)367
7605

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1971

SUBJECT: Proposed Interchange Illumination
North Ontario Interchange
Old Oregon Trail

To: F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

As a part of the forth coming Jacobson Gulch-North Ontario section construction on the Old Oregon Trail, the southbound off and northbound on-ramps at the North Ontario Interchange will be revised at their connections with the highway. This will cause the removal of the existing luminaire units.

As shown on the attached plan, we have only spot illumination at this interchange. This illumination was installed approximately ten years ago. It is suggested that as a part of the forth coming construction project, all of the existing luminaire units at the intersection be removed and that the interchange be illuminated with our present standard of 50 foot mounting height with the poles on breakaway bases using the standard 30 foot set back. The total cost of this work is estimated to be $40,000.00.

L. E. George
Operations Engineer

VPJ:pb

Attachment

4-14-71
ret'd to George

4-14-71
F. B. Klaboe
Asst. State Hwy. Engr.

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GPO 832078-784

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

I-80N-8(23)367

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7605

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

Klahre

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 - 1970

FOR FILING

I-80N-8(23)367

7605

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem, OR 97308

DATE: June 26, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-80N-8(15)354
N. Jacobson Gulch-N. Ontario Int.
Third Appraisal File No. 40808-Thayer
(Mr. D. H. Moehring's June 23 Letter)

This will confirm Mr. Quesnel's oral approval given to Mr. Mead on June 23 to secure a third appraisal of this property. A third appraisal is considered necessary in an attempt to resolve the widely divergent opinions of the original two appraisers.

F. B. KLABOE
NOTED

Orig to Moehring 6,30,70

RECEIVED
JUN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 25 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-80N-8(23)367
7605

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 23, 1970

File No. 40808-Thayer
N. Jacobson Gulch-N. Ontario Int.
Old Oregon Trail Highway
Malheur County

Project I-80N-8(15)354

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

In accordance with telephonic approval given this date to Mr. M. M. Mead by Mr. Leo Quesnel, we have advised our District Appraiser that he may proceed to order a third appraisal.

As discussed, the basic problem centers around possible damage to the remainder.. Mr. Neil Boehmer finds just compensation at $7400, including some $5600 damage. Mr. Marcus Sackos finds value at $1100 and considers there is no damage. Neither the Reviewing Appraiser nor the District Appraiser have been able to resolve the problem and both feel that a third appraisal is necessary.

This letter is therefore being written to secure confirmation of Mr. Quesnel's verbal approval for participation purposes.

Very truly yours,

for: John R. Coker

D. H. MOEHRING
Right of Way Engineer

MMM:jm

cc: R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

R.L. Porter

RECEIVED
JAN 19 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-80N-8(23)367

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

1605

January 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

43323-Bureau of Reclam.
N. Jacobson Gulch-N.
Ontario Interchange
Old Oregon Trail Hwy.
Malheur County

Dear Mr. Simpson:

Attached is a copy of the data from Mr. Snell dated January 13, 1970. It concerns the useage on the subject file. We understand this data was submitted at your request.

Very truly yours,

G. E. ROHDE
Chief Counsel

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

NOTED
R. L. PORTER

JRO:GZ
Attachments
cc R. L. Porter/w/att.
F. B. Klaboe
L. H. Young/w/att.
D. J. Barbee/w/att.
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 14 1970
LEGAL & RIGHT OF WAY

La Grande, Oregon 97850
January 13, 1970

To: D. H. Moehring
R/W Engineer

S A L E M

SUBJECT: File No. 43323 - BUREAU OF RECLAM.
N. Jacobson Gulch-N. Ontario Inter.
Old Oregon Trail Highway
Malheur County

Charlie Mathias of the Bureau of Public Roads asked me to obtain up to date cost figures from the manager of the Owyhee Irrigation District. These figures are attached and reflect additional costs to the District by reason of having to use the overcrossing instead of an existing undercrossing at Engineers Station 1091+80 if it is not extended.

You will note that three different elapsed times are figured for certain pieces of equipment, five minutes, three and a half minutes and three minutes. Other equipment travel time has not been changed. Under items 5 and 6 involving tractors, the estimated time is twenty minutes. This time would include loading and unloading. The 5% capitalization rate was agreed to at the meeting in Boise with officials of the Bureau of Reclamation on December 10, 1969.

I spent considerable time with Mr. Focht, the manager, going over the problems of moving this equipment and have checked the figures submitted. It is my opinion that they represent a true picture of the situation. It is my recommendation that on the basis of these figures the undercrossing be extended.

H. W. Snell

H. W. SNELL
District Supervisor

HWS/cre
attachments

cc: G. E. Rohde

NORTH BOARD OF CONTROL
Owyhee Project
NYSSA, OREGON
17 SOUTH FIRST STREET
PHONE FRANKLIN 2-3540

RECEIVED
JAN 5 1969
Right of Way Office
La Grande

December 31, 1969

Mr. H. W. Snell, District Supervisor
Right-of-Way Division
Department of Transportation
P. O. Box 850
LaGrande, Oregon 97850

Dear Mr. Snell:

In connection with our recent conference and your request, I have revised our projection of additional costs which can be expected assuming the underpass under your proposed freeway at our Project Headquarters north of Ontario were not to be installed.

While these figures indicate a cost of $1,182.15, our estimate is partially accurate in that it is based on present day Project costs. It does not include a factor for future increased wage scale, increased cost of equipment and similar items. Rather than project our costs on future expected costs, I have used present day values.

If there is any question about the enclosed cost figures, kindly advise me accordingly and I will further revise our statement based on future elements of cost which can be contemplated.

Sincerely yours,

Adam Focht

Adam Focht
Project Manager

AF:dm

Annual Cost of Detour at Highway Crossing for Ontario Watermaster Section

December 19, 1969 Station 1083 to 1095+

No.	Item	Trips X Time or Dist.	Time or Distance	Unit Cost	Item Cost
1.	Ditchrider	600 x 5 min.	50 hrs.	2.75 Hr.	137.50
	Mileage	600 x 0.3 mi.	180 Mi.	0.125 Mi.	22.50
2.	Watermaster	730 x 5 min.	61 Hrs.	4.00 Hr.	244.00
	Mileage	730 x 0.3 mi.	219 Mi.	0.125 Mi.	27.37
3.	Manager	36 x 5 min.	3 Hrs.	6.15 Hr.	18.45
	Mileage	36 x 0.3 Mi.	10.8 Mi.	0.125 Mi.	1.35
4.	Dragline	24 x 10 min.	4 Hrs.	16.00 Hr.	64.00
	Pickup mileage	24 x 0.3 mi.	7.2 Mi.	0.125 Mi.	0.90
	Two (2) men	24 x 10 min.	8 Hrs.	4.50 Hr.	36.00
5.	Crawler Tractor HD 11 AC	12 x 0.3 Mi.	3.6 mi.	14.00	50.40 Transport
	Two (2) men	12 x 20 min.	4 hrs.	3.00 Hr.	12.00
6.	Crawler Tractor D-7 & Burner	12 x 0.3 mi.	3.6 Mi.	14.00 Mi.	50.40 Transport
	Two (2) men	12 x 20 min.	8 Hrs.	3.00 Hr.	24.00
	Pickup mileage	12 x 0.3 mi.	3.6 Mi.	0.125 mi.	0.45
7.	Weed Burner	60 x 0.3 mi.	18 mi.	.25 mi.	4.50
	Two (2) men	60 x 5 min.	10 Hrs.	2.75 Hrs.	27.50
8.	Weed Sprayer	90 x 0.3 mi.	27 Mi.	.25 Mi.	6.75
	Two (2) men	90 x 5 min.	15 Hrs.	2.75 Hr.	41.25
9.	Solvent Truck	24 x 0.3 mi.	7.2 mi.	.25 Mi.	1.80
	One (1) men	24 x 5 min.	2 Hrs.	3.00 Hr.	6.00
10.	Road Grader	24 x 0.3 mi.	7.2 Mi.	6.00 Mi.	43.20
	One (1) man	24 x 10 min.	4 Hrs.	2.75 Hrs.	11.00
11.	Dump Trucks Hauling from Gravel Pit	1000 x 0.3 mi.	300 Mi.	.25 Mi.	75.00
	One (1) man	1000 x 5 min.	83.3 Hrs.	2.75 Hrs.	230.08
12.	Maintenance Truck				
	Flat Bed	60 x 0.3 mi.	18 Mi.	.25 Mi.	4.50
	Three (3) men	60 x 5 min.	15 Hrs.	2.75 Hr.	41.25
					1182.15

Capitalized at 5% 23,643.—

Watermaster Dist. 6

Station 1083 to 1095-

December 10, 1960

Item	Strips x Min. or Ditch.	Time or Distance	Unit Cost	Item Cost
1. Ditchrider	600 x ~~5~~ 3 min.	~~50~~ 30 hrs.	2.75 Hr.	~~137.50~~ 82.50
Mileage	600 x 0.3 mi.	180 Mi.	0.125 Mi.	22.50
2. Watermaster	730 x ~~5~~ 3 min.	~~61~~ 36.5 Hrs.	4.00 Hr.	~~244.00~~ 146.00
Mileage	730 x 0.3 mi.	219 Mi.	0.125 Mi.	27.37
3. Manager	36 x ~~5~~ 3 min.	~~3~~ 1.8 Hrs.	6.15 Hr.	~~18.45~~ 11.07
Mileage	36 x 0.3 Mi.	10.8 Mi.	0.125 Mi.	1.35
4. Dragline	24 x 10 min.	4 Hrs.	16.00 Hr.	64.00
Pickup mileage	24 x 0.3 mi.	7.2 Mi.	0.125 Mi.	0.90
Two (2) men	24 x 10 min.	8 Hrs.	4.50 Hr.	36.00
5. Crawler Tractor HD 11 AC	12 x 0.3 Mi.	3.6 mi.	14.00	50.40 Transport
Two (2) men	12 x 20 min.	4 hrs.	3.00 Hr.	12.00
6. Crawler Tractor D-7 & Burner	12 x 0.3 mi.	3.6 Mi.	14.00 Mi.	50.40 Transport
Two (2) men	12 x 20 min.	8 Hrs.	3.00 Hr.	24.00
Pickup mileage	12 x 0.3 mi.	3.6 Mi.	0.125 mi.	0.45
7. Weed Burner	60 x 0.3 mi.	18 mi.	.25 mi.	4.50
Two (2) men	60 x ~~5~~ 3 min.	~~10~~ 6.0 Hrs.	2.75 Hrs.	~~27.50~~ 16.50
8. Weed Sprayer	90 x 0.3 mi.	27 Mi.	.25 Mi.	6.75
Two (2) men	90 x ~~5~~ 3 min.	~~15~~ 10.5 Hrs.	2.75 Hr.	~~41.25~~ 24.75
9. Solvent Truck	24 x 0.3 mi.	7.2 mi.	.25 Mi.	1.80
One (1) men	24 x ~~5~~ 3 min.	~~2~~ 1.2 Hrs.	3.00 Hr.	~~6.00~~ 3.60
10. Road Grader	24 x 0.3 mi.	7.2 Mi.	6.00 Mi.	43.20
One (1) man,	24 x 10 min.	4 Hrs.	2.75 Hrs.	11.00
11, Dump Trucks Hauling from Gravel Pit	1000 x 0.3 mi.	300 Mi.	.25 Mi.	75.00
One (1) man	1000 x ~~5~~ 3 min.	~~83.3~~ 50.0 Hrs.	2.75 Hrs.	~~230.08~~ 137.50
12. Maintenance Truck				
Flat Bed	60 x 0.3 mi.	18 Mi.	.25 Mi.	4.50
Three (3) men	60 x 5 min.	15 Hrs.	2.75 Hr.	41.25
				~~1182.15~~ $99.29

Capitalized at 5% 17.985.-

Stations 1083 to 1095+

		Output x Time per Unit		Distance Unit Cost	Item Cost
1.	Distributor	3.5 600 x 1 min.	35 Hrs.	2.75 Hr.	96.25 ~~197.50~~
	Mileage	600 x 0.3 mi.	180 Mi.	0.125 Mi.	22.50
2.	Watertruck	3.5 730 x 5 min.	42.6 61 Hrs.	4.00 Hr.	170.40 ~~244.30~~
	Mileage	730 x 0.3 mi.	219 Mi.	0.125 Mi.	27.37
3.	Manager	3.5 63 x 5 min.	2.1 5 Hrs.	6.15 Hr.	12.70 ~~18.45~~
	Mileage	63 x 0.3 Mi.	18.8 Mi.	0.125 Mi.	1.35
4.	Dragline	24 x 10 min.	4 Hrs.	16.00 Hr.	64.00
	Pickup mileage	24 x 0.3 mi.	7.2 Mi.	0.125 Mi.	0.90
	Two (2) men	24 x 10 min.	8 Hrs.	4.50 Hr.	36.00
5.	Crawler Tractor HD 11 AC	12 x 0.3 Mi.	3.6 mi.	14.00	50.40 Transport
	Two (2) men	12 x 20 min.	4 hrs.	3.00 Hr.	12.00
6.	Crawler Tractor D-7 & Burner	12 x 0.3 mi.	3.6 Mi.	14.00 Mi.	50.40 Transport
	Two (2) men	12 x 20 min.	8 Hrs.	3.00 Hr.	24.00
	Pickup mileage	12 x 0.3 mi.	3.6 Mi.	0.125 mi.	0.45
7.	Weed Burner	60 x 0.3 mi.	18 mi.	.25 mi.	4.50
	Two (2) men	2.5 60 x ~~5~~ min.	9.0 10 Hrs.	2.75 Hrs.	19.25 ~~27.50~~
8.	Weed Sprayer	90 x 0.3 mi.	27 Mi.	.25 Mi.	6.75
	Two (2) men	3.5 90 x ~~5~~ min.	10.5 15 Hrs.	2.75 Hr.	28.90 41.25
9.	Solvent Truck	24 x 0.3 mi.	7.2 mi.	.25 Mi.	1.80
	One (1) man	3.5 24 x ~~5~~ min.	1.4 2 Hrs.	3.00 Hr.	4.20 ~~6.00~~
10.	Road Grader	24 x 0.3 mi.	7.2 Mi.	6.00 Mi.	43.20
	One (1) man	24 x 10 min.	4 Hrs.	2.75 Hrs.	11.00
11.	Dump Trucks Hauling from Gravel Pit	1000 x 0.3 mi.	300 Mi.	.25 Mi.	75.00 ~~160.33~~ 160.33
	One (1) man	3.5 1000 x ~~5~~ min.	58.3 83.3 Hrs.	2.75 Hrs.	~~220.00~~
12.	Maintenance Truck				
	Flat Bed	60 x 0.3 mi.	18 Mi.	.25 Mi.	4.50
	Three (3) men	60 x 5 min.	15 Hrs.	2.75 Hr.	41.25
					1182.15
					969.40
				Capitalized at 5%	19,388.00

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE REGION 1
BOX 8008
BOISE, IDAHO 83707

IN REPLY REFER TO: 424

NOV 25 1969

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Oregon Project I-80N-8(15)354
North Jacobson Gulch - North
Ontario Interchange Section,
Oregon State Highway

Dear Mr. Simpson:

In your letter of October 20, 1969, you asked for our views concerning the need to extend the box culvert located approximately two miles west of Ontario, Oregon, on Interstate 5. The existing culvert is used by the North Board of Control in connection with the operation and maintenance of the Owyhee Irrigation Project and it is our understanding that the Board would like to have the culvert extended across the new lane of highway being considered.

While the United States holds title to the irrigation facilities of the Owyhee Project, the responsibility for the operation and maintenance of these facilities has been transferred to the North Board of Control. We fully appreciate the problem confronting the Oregon Highway Department concerning the culvert but matters pertaining to operation and maintenance of the irrigation facilities should be worked out with the organization responsible for that function.

The problem of the underpass and the right of way requested for the highway across the SE¼SW¼ of Section 20, T. 17 S., R. 47 E., W.M., has been under consideration for several years and we seem to be getting nowhere toward a possible solution. If a meeting could be arranged to be attended by all the organizations involved, including the Bureau of Public Roads, the Oregon Highway Department, the North Board of Control, and the Bureau of Reclamation, perhaps a satisfactory solution could be reached. The possibility of the North Board of Control accepting a lump sum settlement for increased O&M costs in lieu of an underpass could be

discussed at the meeting. We understand that Mr. Adam Focht, Manager of the North Board of Control, has advised the Oregon Highway Department that increased O&M costs without the culvert would be about $945.62 annually.

We would certainly like to see the problems at hand worked out to the satisfaction of all concerned and will be glad to cooperate in any way possible to accomplish this goal.

Sincerely,

Norman H. Moore

Acting for H. T. Nelson
Regional Director

RECEIVED
NOV 1 - 1969
FOR FILING

Box 300
Salem OR 97308

I-80N-8(23)367
57605

October 20, 1969

08-35.7

Mr. H. T. Nelson, Regional Director
Bureau of Reclamation
Box 8008
Boise ID 83707

Dear Mr. Nelson:

Subject: Oregon Project I-80N-8(15)354
North Jacobsen Gulch - North Ontario Interchange Section
Oregon State Highway Division Right of Way Application to Bureau of Land Management for Land in the SE. Quarter of the SW. Quarter of Section 20, Township 17 South, Range 47 East, W.M. Malheur County, Oregon

Mr. Mathias, Division Right of Way Officer, has discussed with your Mr. Applegate by telephone the problem associated with extending the box culvert used by the Owyhee Irrigation District approximately 2 miles west of Ontario on Interstate 5. Mr. Applegate indicated that he would explore the problem.

The highway (which is presently two lanes) will be reconstructed to four lanes in the near future. The box culvert was constructed in 1953 and is near the county road overcrossing. Extending the present structures creates serious precedence with other property owners in the area.

We would appreciate your review of the needs of the Irrigation District and determine whether they can operate by using the county road overcrossing. The out-of-distance travel is only .3 mile.

After your review if you consider it desirable we will be pleased to arrange a meeting after November 6 for further discussion.

NOTED
F. B. KLABOE

copies to Moehring
Barbee
10-21-69 Young

Sincerely yours,

Original signed by
R. E. Simpson
Division Engineer

R. E. Simpson
Division Engineer

RECEIVED
OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
OSHD (F B Klaboe)
Mathias (2 cys)

NOTED
R. L. PORTER

RECEIVED
OCT 2 - 1969
FOR FILING

I-80N-8(23)367
7605

October 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

30 58

Dear Sir:

Re: Owyhee Irrigation District Underpass - Station 1091
Bureau of Reclamation-Owyhee Irrigation District -
State Agreement, North Jacobson Gulch-North Ontario
Interchange Section, Old Oregon Trail Highway
Malheur County, R/W File 41260 - BLM

Reference is made to your letter of September 12 which requested additional information concerning the Bureau of Reclamation's right to request the extension of the box culvert at Station 1091 on this project.

As you know, our alignment crosses the irrigation facilities of the Owyhee Project in this area. The Bureau of Reclamation has delegated the operation and maintenance of the project to the Owyhee Irrigation District (North Board of Control, Owyhee Project), but has retained control and ownership of all canal and ditch rights-of-way. This canal system extends from this area easterly to the vicinity of Nyssa.

Prior to our construction of the original line in 1955 on this section, the Owyhee Irrigation District converted the old CCC Camp, located northeasterly of Station 1092, into their maintenance shops and equipment storage area. At that time, the Bureau of Reclamation withdrew from the Bureau of Land Management, among other parcels, the southeast quarter of the southwest quarter of Section 20, Township 17 South, Range 47 East for a material source. Since our original line required the acquisition of highway right-of-way through this area, the State, by letter of July 6, 1954, applied to the Bureau of Land Management for the right-of-way. Before it could be granted, it was necessary to receive the concurrence of the Owyhee Irrigation District. As covered in correspondence furnished your office by our Mr. Chatwood's letter dated August 27, 1968, the

District contended that the highway impeded the movement of their heavy equipment necessary for the operation and maintenance of the canal and ditches located westerly of the highway. Many of the movements were under emergency conditions, and they felt so strongly about the need for an underpass that they refused to enter into an agreement with the State and the Bureau of Reclamation. So the Bureau of Reclamation refused to release the needed right-of-way in 1954 until the State agreed to construct the existing box at Station 1091. The box was not constructed adjacent to the Government land since the topography was more suitable at its existing location. This location did not alter the function of the underpass which was to allow the District's equipment to pass under the freeway.

Now, in 1969, we have reached the same impasses in our negotiations for a crossing agreement with the District for this project. The State and the District are in agreement on the proposed adjustments of all the District's facilities except for the extension of the box.

Attached is one copy each of the following correspondence which indicates the status of our negotiations with the District and the Bureau of Reclamation:

(1) Bureau of Reclamation letter to the Bureau of Land Management dated April 11, 1967.

(2) Our letter to the Bureau of Reclamation dated August 22, 1968.

(3) North Board of Control letter to the State dated November 13, 1968.

(4) Bureau of Land Management letter to the State dated September 18, 1969.

(5) Bureau of Land Management letter to the State dated September 24, 1969.

It appears that the Bureau of Public Roads and the Bureau of Reclamation disagree as to whether the Bureau of Reclamation has the right to require the State to extend the existing box culvert at Station 1091. Since this matter is not within the jurisdiction of the State, we solicit your assistance to settle it in the higher echelons of the two Bureaus involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
T. W. Litchfield
H. S. Coulter
H. W. Snell
H. M. Fillmore

Encs.

PGP:ss:fw srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 12, 1969

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

K/A 60 5

SUBJECT: Oregon Project I-80N-8(15)354
Olds Ferry-North Ontario Interchange Section
Owyhee Irrigation Underpass-Station 1091

My October 7, 1968 letter advised that there was insufficient support for Federal participation in the extension of the underpass at Station 1091. A County Road structure located just south of the subject underpass requires only 0.3 mile additional travel by the irrigation company. The company is placed in the same position as other members of the community who may be caused out-of-the-way travel by a change in the local road system.

Mr. Litchfield's November 18, 1968 letter indicated that the State's application (File 41262) for Bureau of Land Management land has not been acted upon due to a request by the Bureau of Reclamation to withhold action until an agreement is reached on the subject underpass. Inasmuch as the land needed from the Bureau of Land Management does not involve the subject underpass there appears to be no reason why your application should be denied. Please clarify whether or not the denial has been formalized by the Bureau of Land Management.

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
SEP 1 [illegible]
CONSTRUCTION DIVISION

Peeso
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-1320A-12 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-8(23)-(7)
7605

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 20, 1969

In reply refer to: 08-35-EC/400.1

Copy to Klaboe file

FBK

SUBJECT: Oregon Project I-80N-8( )354, Olds Ferry Interchange - North Fork Jacobsen Gulch Section
Oregon Project I-80N-8( )367, North Fork Jacobsen Gulch - North Ontario Interchange Section
Old Oregon Trail Highway, Malheur County
Public Hearing Status and Design Approval

I concur that hearings are not required for the subject projects.

Design approvals previously given are considered to constitute design approval as required by PPM 20-8. No further action, therefore, is considered necessary at this time.

5-23-69
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
MAY 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 20 1968

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 18, 1968

I-8(N)-8(23)361
7605

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Proposed Bureau of Reclamation - Owyhee Irrigation District - State Agreement
North Jacobson Gulch-North Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
R/W File No. 41260 -BLM

Gentlemen:

Attached is one (1) copy of a letter from Mr. Adam Fecht, Owyhee Irrigation District Manager, covering their request to perpetuate the function of the box culvert near Station 1091 on this section.

Although Mr. Fecht does not specifically state it in this letter, the District insists that the box culvert be extended to facilitate their project operations. As you know, this was one of the conditions required by the Bureau of Reclamation before we were granted an easement across BLM land in 1955. The Bureau of Reclamation's letter dated April 11, 1967 (copy enclosed) indicates they will not grant us additional right of way until we have an agreement with the District. The District insists on the State extending the culvert; therefore, the cost of the extension ($6,000) is the consideration necessary to acquire the easement across BLM land.

In view of the foregoing we request you to re-consider your denial of federal funds for the extension of the box culvert at Station 1091+75.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss
cc: F. B. Klaboe ✓
D.H. Moehring
A. F. Parson
H. W. Snell
H. M. Fillmore

Enclosure

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
AUG 27 1968
FOR FILING

I 80N-5(33)
7605

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1968

Bureau of Reclamation
Regional Office, Region 1
P. O. Box 937
Boise, Idaho 83701

ATTENTION: Mr. N. H. Moore
Desk No. 424

RE: Proposed Bureau of Reclamation-
Owyhee Irrigation District-
State Agreement
North Jacobsen Gulch-North
Ontario Interchange Section
Old Oregon Trail Highway
Malheur County
R/W File No. 41262-BLM

Gentlemen:

Herewith you will find two copies of the preliminary plans for this project. Drawing Numbers 23042, 23425, 23426, 23427, 23280 and 23282 detail the structures across the Owyhee Canal. As you know, we attempted to justify this box by calculating the additional cost to the District for the longer distance which must be traveled by your equipment if the underpass was not replaced. According to our information, this additional distance amounts to only 0.3 mile for those vehicles traveling northerly after crossing the overcrossing structure. Those vehicles which will travel westerly along Foothills County Road after using the overcrossing will be required to travel no appreciable greater distance.

We then considered the advantage in being able to "walk" tracked vehicles through the underpass. It appears to us that in the majority of instances the distance to be traversed in such a manner exceeds the practical limit for "walking" a tracked vehicle. Thus, considering the information available at this time, we can not justify the expenditure of $16,000 of public funds to perpetuate the use by the Owyhee Irrigation District of this box culvert.

If you agree with this decision, please prepare the three-way agreement and submit it to this office for further handling. Since the language used in Paragraphs 10 and 14 of the Bureau of Reclamation-Hermiston Irrigation District-State Agreement dated February 9, 1968 was determined to be suitable to both the State and the Bureau of Reclamation, we suggest that similar language be incorporated into this agreement. Descriptions of the right of way the State will require from the Bureau of Land Management for this project are in your files and are referred to in your letter of April 11, 1967.

If, on the other hand, your review of the facts indicates that an expenditure of $16,000 for the extension of this box is justified, please provide us with a detailed accounting of the facts which led to such a decision. This information will be reviewed by the State and the Bureau of Public Roads, and your request reconsidered accordingly.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss:fw
bc: F. B. Klaboe
R. E. Simpson
Jack Sollis
E. F. Saling
K. A. Chatwood
H. W. Snell - Attn: Vern Allen
A. F. Parson
C. E. Payton

RECEIVED
AUG 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

REVISED

Section UNIT 3, N. JACOBSON GULCH-N. ONTARIO INTERCHANGE Highway Old Oregon Trail (FAR 1) County Malheur Prefix 623-1996

Res. Engr. _____ Approx. Length 6± Miles. Sta. 850± to Sta. 1171± Date 8-15-68

Mean

Truck A.D.T. 735 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)

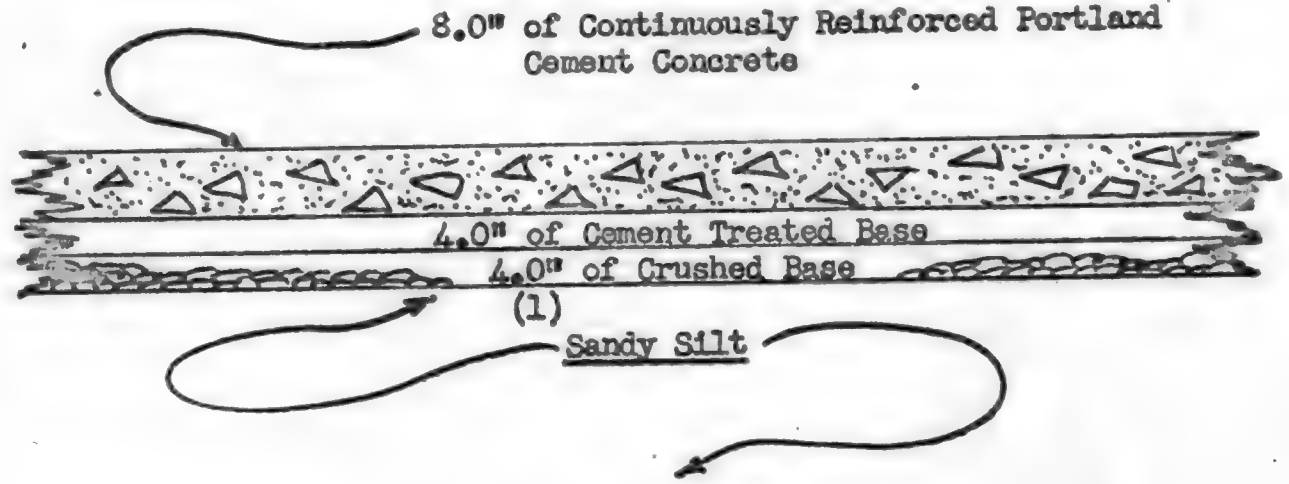
Annual Precipitation 10"+ Frost Penetration 24"+.

"NEW WORK"

(1)
Typical Soil
34 LL
3 PI
97 %P 10
72 %P200
3 %Gravel
8 %C Sand
17 %F Sand
58 %Silt
14 %Clay
8 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-4 (7)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
7.0	-	8.0	C.R.P.
			C.C.
		4.0	C.T.B.
		4.0	Cr. Base
		16.0	

REVISED 1968

See Page 3 for remarks.

NOTED
F. B. KLABOE
8-15-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
Construction Planning Engineer

Submitted by C. J. Knapp for Staff Assistant

Recommended by D. A. Whitaker Engineer of Materials

Recommended by M. L. Becker asst Construction Engineer

Approved by B. R. Kuhn Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section UNIT 3, N. JACOBSON GULCH - N. ONTARIO INTERCHANGE Highway OLD OREGON TRAIL (FAR 1) County MALHEUR Prefix 623-1996

Res. Engr. _____ Approx. Length 6.0± Miles. Sta. 850± to Sta. 1171± Date 8-15-68

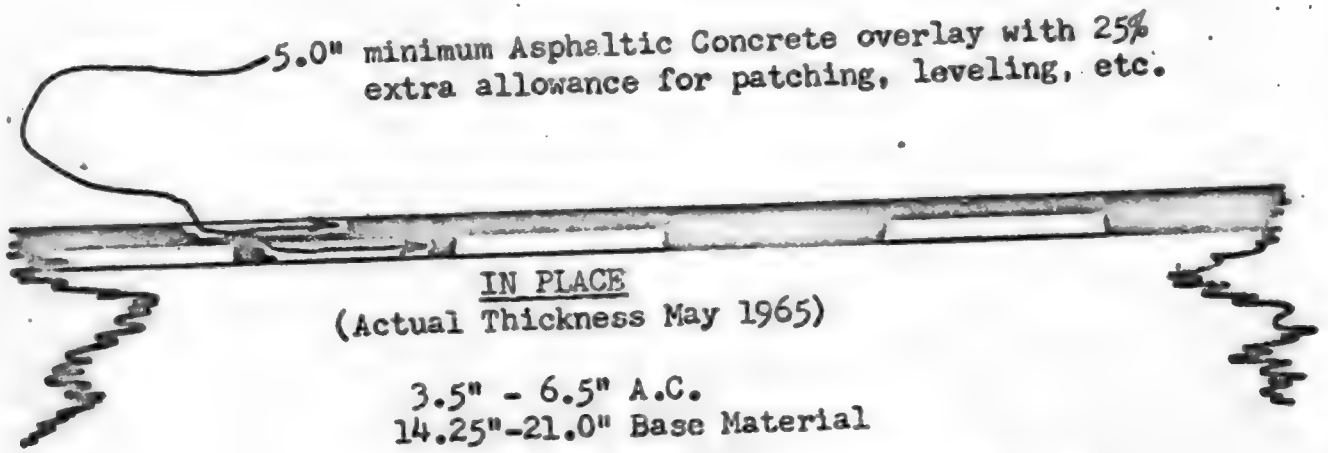
Truck A.D.T. 735 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered).

Annual Precipitation 10"± Frost Penetration 24"±.

"EXISTING ROADWAY"

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value (Corrected)
1
AASHO CLASSIFICATION:

MATERIAL SOURCES:



IN PLACE
(Actual Thickness May 1965)

3.5" - 6.5" A.C.
14.25"-21.0" Base Material

Summary of test holes and laboratory reports previously submitted.

CBE Total Req.	Credit	Actual Thick.	
	10.0	5.0	A.C. Overlay
	IN PLACE (Average)		
	7.0	4.0	A.C.
	13.5	17.0	Base
33.5	30.5	26.0	

UNIT 3, N. JACOBSON GULCH–
N. ONTARIO INTERCHANGE
Old Oregon Trail Highway
Malheur County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
10.3 MAINLINE	4.0"	8.0"	- - -	11.0"	33.5"	23.0"
Credit	8.0"	14.5"	- - -	11.0"	33.5"	
9.0 - 10.0	4.0"	6.0"	- - -	12.0"	31.0"	22.0"
8.0 - 9.0	3.5"	4.0"	- - -	13.5"	27.5"	21.0"
7.0 - 8.0	3.5"	4.0"	- - -	10.5"	24.5"	18.0"
6.0 - 7.0	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	- - -	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

NEW WORK

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	*1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

*Does not apply to Mainline.

Credits for EXISTING ROADWAY

1.0"	Asphaltic Concrete	=	1.75" Crushed Base
1.0"	Base Material	=	0.8" Crushed Base

REMARKS: Project Base Design has been revised in order to update traffic from a design year of 1965 to 1968.

UNIT 3, N. JACOBSON GULCH–
SECTION N. ONTARIO INTERCHANGE HIGHWAY 0 Oregon Trail (FAR 1)
COUNTY Malheur DATE 8-15-68

Outside Lanes X Inside Lane.
Load Safety Factor 1.3 "R" Value 8
Subbase Depth 4.0" C.T.B. Depth 4.0"
k-Values: Basement 70 Subbase 75 C.T.B. 165
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. 8.0" Eff. 9.0"

Credits
8.0" C.R.P.C.C. 9.0"
4.0" C.T.B. 4.0"
4.0" Cr. B. 4.0"
— —
— —

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	385	.73	850	42	5
34	44.2	375	.71	1500	80	5
32	41.6	360	.69	2500	80	3
30	39.0	345	.66	6000	200	3
28	36.4	325	.62	18,000	200	1
26	33.8	310	.59	42,000	402	1
24	31.2	290	.55	130,000	689	1
22	28.6	270	.51	400,000	4896	1
20	26.0	250	.48	—	222,240	-
18	23.4	—	—	—	1,051,178	-
TANDEM AXLE LOADS						
50	65.0	355	.68	3500	290	8
48	62.4	340	.65	8000	290	4
46	59.8	330	.63	14,000	704	5
44	57.2	320	.61	24,000	886	4
42	54.6	310	.59	42,000	1883	4
40	52.0	300	.57	75,000	2063	3
38	49.4	280	.53	240,000	11,712	5
36	46.8	270	.51	400,000	39,292	10
34	44.2	255	.49	—	130,078	-
32	41.6	—	—	—	292,706	-
30	39.0	—	—	—	159,192	-
28	36.4	—	—	—	159,192	-

Total % Fatigue Used 63

SECTION UNIT 3, N. JACOBSON GULCH–N. ONTARIO INTERCHANGE HIGHWAY Old Oregon Trail

COUNTY Malheur DATE 8-15-68

Axle Load Kips	2 Axle TADT = 119		3 Axle TADT = 59		4 Axle TADT = 74		5 Axle TADT = 469		6 Axle TADT = 14		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	42			42
34							0.17	80			80
32							0.17	80	—	—	80
30							—	—	14.3	200	200
28							—	—	14.3	200	200
26	—	—			—	—	—	—	28.7	402	402
24	1.75	208	—	—	3.72	275	0.44	206	—	—	689
22	5.91	703	3.10	183	9.20	681	6.28	2,945	27.4	384	4896
20	40.4	4,808	86.9	5,127	202	14,948	419	196,511	60.4	846	222,240
18	128	15,232	334	19,706	611	45,214	2060	966,140	349	4,886	1,051,178
TANDEM AXLE											
50			0.55	32			0.55	258			290
48			0.55	32			0.55	258			290
46			—	—			1.50	704			704
44			1.10	65			1.75	821			886
42			1.72	101	—	—	3.80	1782			1883
40			1.72	101	5.66	419	3.29	1543	—	—	2063
38			0.62	37	9.09	673	22.6	10,599	28.8	403	11,712
36			13.8	814	12.1	895	78.3	36,723	61.4	860	39,292
34			62.7	3699	35.4	2620	262	122,878	62.9	881	130,078
32			136	8024	145	10,730	576	270,144	272	3808	292,706
30			61.7	3640	164	12,136	292	136,948	462	6468	159,192
28			61.7	3640	164	12,136	292	136,948	462	6468	159,192
26			61.7	3640	164	12,136	292	136,948	462	6468	159,192

TRAFFIC ANALYSIS

SECTION: UNIT 3, N. JACOBSON GULCH–N. ONTARIO INTERCHANGE

HIGHWAY: OLD OREGON TRAIL (FAR 1)

COUNTY: Malheur

1950 Present ADT (1968)

27 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	85	1.8	153	119	450	53,550
3	42	1.8	76	59	1000	59,000
4	53	1.8	95	74	1250	92,500
5	335	1.8	603	469	3180	1,491,420
6	10	1.8	18	14	2570	35,980
				735	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,732,450

TWENTY YEAR EWL 34,649,000

TRAFFIC COEFFICIENT 10.3

SECTION: UNIT 3, N. JACOBSON GULCH-N. ONTARIO INTERCHANGE

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

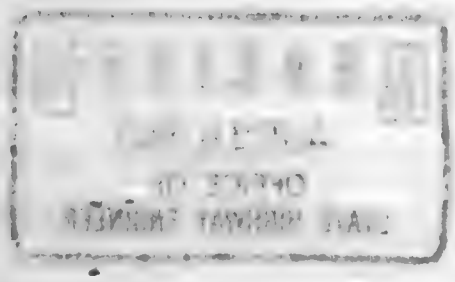
1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: Similar type pavement in this area has not been in service long enough to establish a performance record.
5. Cost Comparisons: See below

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison based on Average Bid Prices for 1967 for comparable strength sections as shown on Page 1 and Page 2, favor the C.R.P.C.C. section by about 12,000 per two lane mile.



RECEIVED
AUG 21 1967
COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD M. HALL, CHARLESTON
MCKEE A. SMITH, SCAPPOOSE

I-8(N-8(23)367
7605

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 17, 1967

Routing
Morgan
Docker
Bond
Barbon
Walker
Glenn
Swan
Poss
Morelock
Trout
Scott
Will
Litchfield
Olson

RECEIVED
AUG 18 1967
CONSTRUCTION
DIVISION

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention F. D. Morgan

Gentlemen:

We have reviewed the following highway projects transmitted by your July 28, 1967 letter:

LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County

Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County

Fly Lake-Grandview School Section, FAS 660, Jefferson County

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County

We concur with the recommendations of the Oregon State Game Commission on the LaGrande-Ladd project. We also find no fishery conflicts regarding anadromous fish on the other projects, thus they are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

8-18-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (6)
fw

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1967
FOR FILING

I-80N-8(23)367
7605

CHAIRMAN
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER

P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 2, 1967

NOTED
E. B. KLABOE

Routing

Morgan	Pease
Docker	Morelock
Bond	Trout
Barbon	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
AUG 4 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1967, which enclosed the plan title sheets for a number of proposed projects.

The following plans have been reviewed, and no conflict with wildlife resources is anticipated, so the plans are approved:

1. Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County
2. Fargo Road Interchange, Pacific Highway, Marion County
3. Suntex Safety Rest Area, Central Oregon Highway, Harney County
4. N. Fork Jacobsen Gulch-N. Ontario Interchange Section, Old Oregon Trail Highway, Malheur County
5. Goshen Interchange, Pacific Highway, Lane County
6. Manbrin Drive-Chemawa Road Section, FAS 159, Marion County
7. Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
8. Butner Road-Jenkins Road Section, FAS 630, Washington County
9. Fly Lake-Grandview School Section, FAS 660, Jefferson County
10. Brewery Grade Interchange, Columbia River Highway, Wasco County
11. LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
12. Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Klamath County

We are holding for further review by our Game Division, the plans for Hermiston-Meadow Valley Interchange Section, FAS 911, Umatilla County.

As soon as possible we will reply on this project in a separate letter.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (12)
T. C. Roake
J. E. Morelock
L. W. Rulien (4)
R. D. Asburry (4)
L. R. Chandler (2)
J. F. Putnam (8)
A. F. Parson (6)
fw

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
~~REVISED~~ SOILS AND GEOLOGY SECTION ~~REVISED~~
PROJECT BASE DESIGN

Page 1 of 6 Pages

Unit 3
Section N. Jacobson's Gulch - N. Ontario Interchange Highway Old Oregon Trail (FAR 1) County Malheur

Res. Engr. P. F. Burnett Approx. Length 6+ Miles. Sta. 850+ to Sta. 1171+

Project I-84(3)367 Date 1-3-67

Truck A.D.T. 292 Traffic Coefficient 9.2 18 kip s.a. per day 204.5.

Annual Precipitation 10"+ Frost Penetration 24"+.

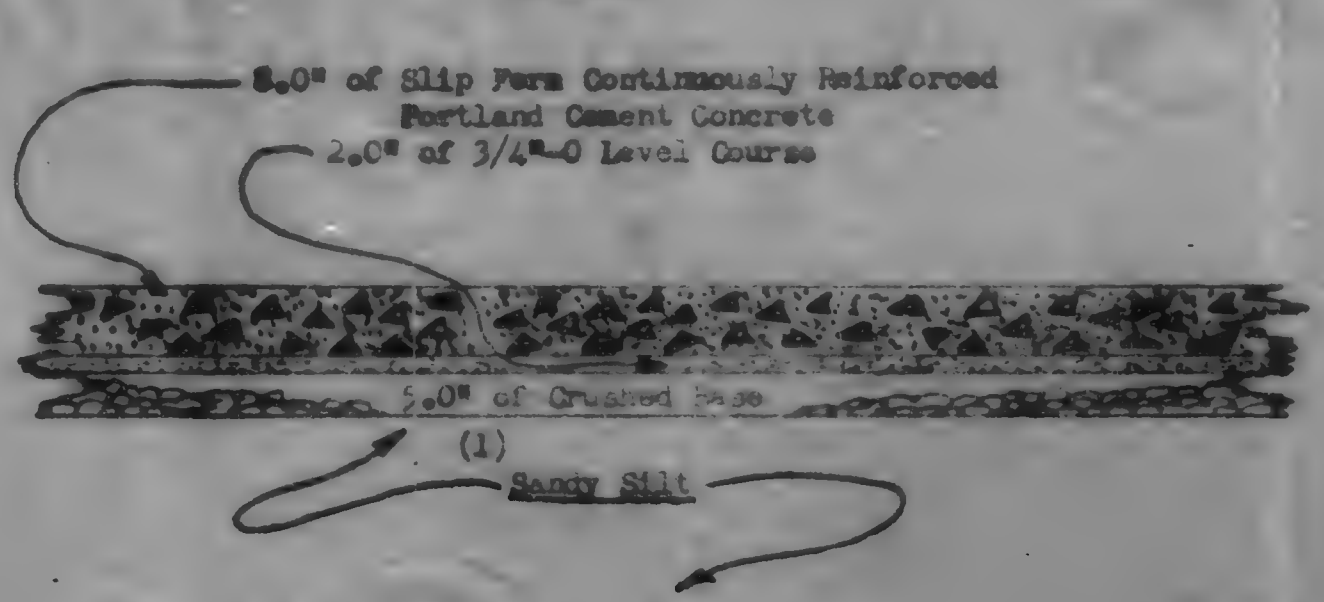
RECEIVED JAN 24 1967 ENGINEERING

(1) ~~NEW WORK~~

Typical Soil
- 4 LL
- 3 PI
- 97 %P 10
- 72 %P200
- 3 %Gravel
- 8 %C Sand
- 17 %F Sand
- 58 %Silt
- 14 %Clay
- 8 "R" Value
- [redacted]

AASHO CLASSIFICATION:
A-4(7)

MATERIAL SOURCES:
To be determined by Engineer.



CBR Total Req.	Credits	Actual Thick.	
	(3)(3)367	8.0	S.P. Conc.
		2.0	Level Course
		5.0	Cr. Base
		15.0	

L-3-1

NOTED
F. D. KLABOE

cc:
H.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. E. Berg
Staff Assistant

Recommended by D. A. Rhodes
Engineer of Materials

Recommended by L. L. Cooke
Construction Engineer

Approved by J. R. Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Unit 3
Section N. Jacobson's Gulch - N. Ontario Interchange Highway Old Oregon Trail (FAR 1) County Malheur Prefix

Res. Engr. Approx. Length Miles. Sta. to Sta. Date

Truck A.D.T. Traffic Coefficient 18 kip e.a. per day .
Annual Precipitation Frost Penetration .

"EXISTING ROADWAY"

(1)
Typical Soil
LL
See PI
#P 10
#P200
Page %Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

4.5" minimum A.C. overlay

From Plans 1954 - 1955
3.5" A.C.
1.5" Level
13.0" Cr. Base

Actual Thickness
May 1965
Variable
3.5" - 6.5" A.C.
14.25" - 21.0" Base Material

CBR Total Req.	Credit	Actual Thick.	
	9.0	4.5	A.C.
			REPLACE (AVERAGES)
	7.0	4.0	A.C.
	13.5	17.0	Base
30.0	29.5	25.5	

AASHO CLASSIFICATION:

MATERIAL SOURCES:

Note:
See Page 3 for table of values and remarks.

Unit 3
N. Jacobson Gulch -
N. Ontario Interchange
Old Oregon Trail (FAR 1)
Malheur County

"Other Roads"

Truck AdT	Final A.C. Wearing Surface	Immediate A.C. Wearing Surface	*PMRB or 3/4"-0 Level	Crushed Base	CBR Total Requirement	Actual Thickness
Mainline	2.0"	4.0"	3.0"	12.5"	30.0"	21.5"
90 - 240	- - -	3.5"	3.0"	15.0"	27.5"	21.5"
30 - 90	- - -	3.5"	2.0"	15.5"	24.5"	21.0"
8 - 30	- - -	3.0"	2.0"	13.0"	21.0"	18.0"
1 - 8	- - -	2.0"	2.0"	12.0"	18.0"	16.0"
Care Only	- - -	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBR Total Requirement" column to obtain required total thickness and table below for values:

"New Work"

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base

"Existing Road"

1.0"	Asphaltic Concrete	=	1.75" Crushed Base
1.0"	Base Material	=	0.8" Crushed Base

Attached is a summary of the test holes and laboratory reports for this unit.

SECTION: Unit 3
N. Jacobson Gulch -
N. Ontario Interchange

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Malheur

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 1700 (Total)

B. 1985 Future ADT 3600 (Total)

C. Mean ADT 2650 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 22 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 0.11 x (C) 2650 = 292

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 292 x (H) 100 % = 292

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.669

= 9.2

SECTION: [illegible]

HIGHWAY: Old Oregon Trail (FAR 3)

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: None
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are suitable to this type construction.

CONCLUSION AND REMARKS:

See attached sheet

Unit 3
N. Jacobsen Gulch -
N. Ontario Interchange
Old Oregon Trail (FAR 1)
Malheur County

Three surfacing thickness designs were considered for this project. Present Worth Costs (P.W.C.) were computed for each and are shown below. 1965 Average Bid Prices were used for the computations.

8.0" Slip Form Continuously Reinforced Portland Cement Concrete
2.0" Level Course
5.0" Crushed Base

P.W.C. - $121,377.09

8.0" Continuously Reinforced Portland Cement Concrete
2.0" Level Course
5.0" Crushed base

P.W.C. - $128,417.09

6.0" Asphaltic Concrete
3.0" Plant Mix Bituminous Base
12.5" Crushed Base

P.W.C. - $128,556.37

Slip Form Continuously Reinforced Portland Cement Concrete is recommended from an economic standpoint.

E. Josephine Co.Ln. - E. Gilboria Interchange
Old Oregon Trail (FAR 1 & 82)
Malheur County
Station 850± - 1171±

Station	Hole No.	Depth-Inches	Dep Mins	#4	#10	#200	LL	PI	SE	LAR	% SGR	Height	Max Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
1160+00 Rt. 11'	11	0 - 4"	—	pavement patches, bleeding in spots												
		4" - 5"	No test: level course crushed rock, clean													
		- 21"	2"	45.3	16.7	3.2	18	0	67.5	—	21.2	0.9"	78	5.2	A-1-a	Sandy Gravelly Silty-Sandy
		- 36"	2"	65.1	29.3	16.4	22	2	24.9	[illegible]	21.15	1.2"	25	22.0	A-1-b	Gravel
1144+00 Lt. 10'	10	0 - 4"	—	pavement cracking across both lanes												
		- 5"	No test: level course crushed rock, clean													
		Compared to:														Sandy
		- 21"	1½"	51.3	20.2	5.7	17	0	54.4	20.0	16.60	1.2"	82	5.2	A-1-a	Gravel Silty-Sandy
		Compared to:														
		- 37"	2"	65.1	29.3	16.4	22	2	24.9	[illegible]	21.15	1.2"	25	22.5	A-1-b	Gravel
1130+00 Rt. 9'	9	0 - 4"	—	pavement - blooding spots												
		- 5"	No test: level course crushed rock, clean													
		- 23"	1½"	51.3	20.2	5.7	17	0	54.4	20.0	16.60	1.2"	82	5.0	A-1-a	Sandy Gravelly-Sandy
		- 39"	2"	82.4	59.2	45.8	39	6	8.7	[illegible]	[illegible]	[illegible]	8	23.4	A-4-(2)	Silt

E. Jacobsen Gulch - E. Ontario Interchange (continued)

Station	Hole No.	Depth-Inches	Sieve Analysis 3"	1½"	#40	#200	LL	PI	SE	LAB	% #200	Moisture Content	Density	CLASSIFICATION AASHO	Textural
1116+00 Lt. 8'	8	0 - 4"	—	pavement seal coat, some bleeding											
		- 9"	No test: level course crushed rock, clean												
		- 21"	Compared to: 1½"	40.4	15.7	4.1	17	0	99.2	20.9	18.32	0.7%	79	5.0	Sandy Silty Gravel Gravelly-Sandy A-4-(2) Silt
		- 36"	Compared to: 1½"	83.8	63.5	46.0	28	0	12.2	NPA	NPA	NPA	4	20.7	
1103+50 Rt. 10'	7	0 - 5"	—	pavement seal coat - patches, bleeding											
		- 6"	No test: level course crushed rock, clean												
		- 23"	1½"	40.4	15.7	4.1	17	0	99.2	20.9	18.32	0.7%	79	5.4	Sandy Silty Gravel Gravelly-Silty A-2-4 Sand
		- 39"	2"	77.5	48.7	33.4	25	3	12.7	NPA	NPA	NPA	19	16.0	
1088+00 Lt. 5'	6	0 - 3½"	—	pavement - bleeding in spots - cracking											
		- 4½"	No test: level course crushed rock, clean												
		- 22"	Compared to: 1½"	55.0	19.7	6.0	17	0	55.3	20.0	17.80	1.1%	81	5.2	Sandy A-1-a Gravel Gravelly-Sandy
		- 36"	1½"	83.8	63.5	46.0	28	0	12.2	NPA	NPA	NPA	4	16.8	A-4(2) Silt
1075+00 Rt. 9'	5	0 - 4"	—	pavement bleeding in spots											
		- 5"	No test: level course crushed rock, clean												
		- 19"	1½"	55.0	19.7	6.0	17	0	55.3	20.0	17.80	1.1%	81	5.4	Sandy A-1-a Gravel Gravelly-Sandy
		- 37"	1½"	83.8	63.5	46.0	28	0	12.2	NPA	NPA	NPA	4	16.8	A-4(2) Silt

S. Jacobson Gulch - N. Ontario Interchange (continued)

Station	Hole No.	Depth-Inches	Top Size	P#"	P#C	P200	LL	PI	SE	LAS	QAD % P20	QAD Weight	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
1062+00 Lt. 10'	4	0 - 4"	—	pavement patches												
		- 5½"	No test: level course													
			Compared to:													Sandy
		- 19"	2"	50.8	20.8	6.0	19	0	59.2	20.9	20.99	1.0"	80	4.9	A-1-a	Gravel
			Compared to:													Sandy
		- 36"	—	—	98.1	86.9	33	1	8.2	—	—	—	7	26.7	A-4-(8)	Silt
1050+00 Rt. 10'	3	0 - 4"	—	pavement patches, cracking												
		- 5"	No test: level course, crushed rock clean													
																Sandy
		- 21"	2"	50.8	20.8	6.0	19	0	59.2	20.9	20.99	1.0"	80	4.8	A-1-a	Gravel
																Silty
		- 39"	#4	—	69.3	43.0	35	0	21.2	—	—	—	16	22.5	A-4-(2)	Sand
No station - at 4 lane divider Rt. 11'	2	0 - 4"	—	pavement good condition												
		- 5"	No test: level course - used up in prime coat													
			Compared to:													Sandy
		- 21"	2"	50.8	20.8	6.0	19	0	59.2	20.9	20.99	1.0"	80	4.9	A-1-a	Gravel
			Compared to:													Sandy
		- 37"	—	—	98.1	86.9	33	1	8.2	—	—	—	7	36.0	A-4-(8)	Silt

E. Jacobson Gulch - E. Ontario Interchange (continued)

Station	Hole No.	Depth-Inches	Top Size	P⅜"	P4	P40	P200	LL	PI	SE	LAR	SAR % P30	SAR Weight	CBR Value	% Mst. Moisture	CLASSIFICATION AASHO	Textural
1021+00																	
RT Ln. 10'	1	0 - 3 3/4"	—	pavement, bleeding spots													
		- 4½"	No test: level course, used up in prime coat														
		- 18"	2"	41.5	—	11.8	3.3	18	0	57.1	NM	24.67	1.1"	81	5.4	A-1-a	Sandy Gravel
		- 50"	—	—	—	98.1	86.9	33	1	8.2	—	—	—	7	29.2	A-4-(8)	Sandy
1005-00																	
MP Rt. 12'	72	0 - 4½"	A.C.														
		4½" - 5½"	No test - level course - used in prime coat														
			Compared to:														
		5½" - 21"	2"	57.5	53.2	16.1	4.0	17	0	66.7	—	21.95	2.1"	77	5.0	A-1-a	Sandy Gravel
			Compared to:														Sandy
		21" - 41"	—	—	99.5	84.9	46.6	30	0	24.8	—	—	—	40	42.8	A-4-(3)	Sand
993+00																	
Rt. 9'	71	0 - 4"	A.C.														
		4" - 5½"	No test - level course - crushed rock, clean														
		5½" - 21½"	2"	57.5	53.2	16.1	4.0	17	0	66.7	—	21.95	2.1"	77	4.9	A-1-a	Sandy Gr
		21½" - 36"	—	—	99.5	84.9	46.6	30	0	24.8	—	—	—	40	24.0	A-4-(3)	Sand
979+00																	
Lt. 9'	70	0 - 4"	A.C. — Crushed														
		4" - 5½"	No test - level course - crushed rock, clean														
			Compared to:														Sandy
		5½" - 20"	2"	53.2	47.0	19.8	6.8	18	0	47.5	—	21.26	2.0"	82	4.5	A-1-a	Gravel
			Compared to:														Silty
		20" - 38"	—	96.6	96.7	87.4	51.3	39	0	19.0	—	—	—	18	32.4	A-4-(5)	Sand

No. Jacobson Gulch – No. Ontario Interchange (continued)

Station	Hole No.	Depth-Inches	Top Size	P2"	P4	P40	P200	LL	PI	SE	LAR	OAD % P20	Weight	"R" Value	% Mat. Moisture	CLASSIFICATION AASHO Soil
2+00 Rt. 9'	69	0 – 5½"	A.C.	—	Patched											
		5½" – 7"	No test – level course – crushed rock, clean													
		7" – 20"	2"	53.2	47.0	19.8	6.8	18	0	47.5	—	21.28	0.7"	82	6.0	A-1-a
		20" – 37½"	—	98.6	96.7	87.4	51.3	30	0	19.0	—	—	—	18	23.7	A-4-(8)
3+20 Lt. 9'	68	0 – 3 3/4"	A.C.	—	Cracked											
		3 3/4" – 4 3/4"	No test – level course – crushed rock, clean													
		4 3/4" – 20"	Compared to: 1½"	56.6	51.7	18.7	5.0	18	0	58.6	21.8	—	—	77	6.0	A-1-a
		20" – 36"	Compared to: —	—	95.4	84.5	65.1	31	5	10.2	—	—	—	13	28.8	A-4-(8)
9+10 Rt. 10'	67	0 – 4"	A.C.	—	Patched, cracked											
		4" – 5"	No test – level course – crushed rock, clean													
		5" – 21"	1½"	56.6	51.7	18.7	5.0	18	0	58.6	21.8	—	—	77	4.9	A-1-a
		21" – 39"	—	—	95.4	84.5	65.1	31	5	10.2	—	—	—	13	23.7	A-4-(8)
26+30 Lt. Lane 9' L	66	0 – 3 3/4"	A.C.	—	Patched, cracked											
		3 3/4" – 4½"	No test – level course – used in prime coat													
		4½" – 21"	Compared to: 2"	47.1	42.6	13.5	3.8	17	0	60.0	—	22.48	1.1"	80	5.2	A-1-a
		21" – 39"	Compared to: —	—	99.8	98.0	81.8	30	0	19.3	—	—	—	15	31.5	A-5-(10)

Jamieson Gulch - N. Ontario Interchange (continued)

Station	Hole No.	Depth-Inches	Top Size	#4	#10	#40	#200	LL	PI	SE	LAR	GAB % P20	GAB Height	CBR Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Jap
912+00 Rt. Lane 12' R	65	0 - 4"	A.C.	—	Cracked												
		4" - 5½"	No test - level course - crushed rock, clean														
		5½" - 25"	2"	47.1	42.6	13.5	3.8	17	0	60.0	—	22.48	1.1"	80	5.2	A-1-a	Sandy Gravel
		25" - 41"	—	—	99.8	98.0	81.8	50	0	19.3	—	—	—	15	51.5		Sandy Silt
899+00 Lt. Lane 4' L	64	0 - 4"	A.C.	—	Patched, cracked												
		4" - 5"	No test - level course - crushed rock, clean														
			Compared to:														
		5" - 23"	1½"	55.0	50.3	18.7	4.8	17	0	64.0	—	24.87	1.1"	76	6.0	A-1-a	Sandy Gravel
			Compared to:														
		23" - 40"	—	—	99.9	91.2	69.6	41	0	18.7	—	—	—	32	35.5	A-5-(7)	Sandy Silt
886+00 Rt. Lane 10' R	63	0 - 4"	A.C.	—	Cracked												
		4" - 5"	No test - level course - crushed rock, clean														
		5" - 23"	1½"	55.0	50.3	18.7	4.8	17	0	64.0	—	24.87	1.1"	76	5.8	A-1-a	Sandy Gravel
		23" - 30"	—	—	99.9	91.2	69.6	41	0	18.7	—	—	—	32	37.1	A-5-(7)	Sandy Silt

E. Jacobson Gulch - E. Ontario Interchange (continued)

Station	Hole No.	Depth-Inches	Top Size		#4	#40	#200	LL	PI	SE	LAB	OAR % #20	Moisture	CLASSIFICATION Value	% Mst. Moisture	AASHO Textural
872+00 Lt. Lane 9' L	62	0 - 4"	A.C.	—												
		4" - 5"	No test - level course - crushed rock, clean													
		5" - 20"	Compared to: 1½"	50.3	45.7	15.4	4.4	18	0	49.1	—	17.9%	1.0%	80	6.1	A-1-a Gravelly Sand
		20" - 37"	Compared to: —	—	99.1	88.7	71.6	34	3	13.5	—	—	—	8	35.3	A-4 (7) Silt
872+00 Rt. 15'	61	0 - 6½"	A.C.	—	Patched											
		6½" - 8"	No test - level course - crushed rock, clean													
		8" - 23"	1½"	50.3	45.7	15.4	4.4	18	0	49.1	—	17.9%	1.0%	80	5.0	A-1-a Gravelly Sand
		23" - 50"	—	—	99.1	88.7	71.6	34	3	13.5	—	—	—	8	28.2	A-4 (7) Silt

324-1722 Silverton (South Street) Sec. 1971
(Grading and paving)
#7606

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-65)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Silverton
City Hall
Silverton, Oregon 97381
Attention of Mr. Jack Brown, Manager

Request No. (assigned by staff engineer or head of division) cc 1291

Date March 22, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Project on South Street.

Contract No. 7606

Covered by agreement dated February 1, 1971.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$5,675.00
		As per attached statement:		
		Final cost	26,982.53	
		State's agreed share	21,439.70	
		City's agreed share		5,542.83
		REFUND DUE CITY		$ 132.17

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $5,675.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
324-1442-295 $143.33
324-1722-295 $5,399.50

Submitted by: Gary E. Zehner

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date March 22, 1972

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7606 Prefix 324-1722 Survey Prefix 324-1442

Street South Street

City Silverton

Payments to Contractor (see attached voucher)	$ 24,501.04
Engineering and Contingencies	2,338.16
Survey: Total $ 2,091.55 Prorated Share ..... *	143.33
TOTAL	26,982.53
Agreed State Share	21,439.70
** Agreed City Share	5,542.83
City Advance Deposit	5,675.00
REFUND DUE CITY	$ 132.17

Reference: Outside Billing oc 1291

*Construction costs over $25,000 = $\frac{1,839.20 \times 2,091.55}{26,839.20}$ = $143.33

**Includes concrete curbs and walks.

RU

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: MARION

CONTRACT NO.: 7606

ESTIMATE NO.: 3

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: SILVERTON /SOUTH STREET/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
0001	9N GENERAL EXCAVATION	LUMP SUM	5000.0000	100
0002	9N CLASS C ASPHALT CONCRETE 8 INCHES THICK	SQ YDS	4.4000	2,910
0003	9N 12-INCH CULVERT PIPE	LIN FT	3.8500	81
0004	9N CONCRETE INLETS TYPE CG-1	ONLY	250.0000	1
0005	9N CONCRETE WALKS	SQ YDS	6.5000	423
0006	9N CONCRETE DRIVEWAYS	SQ YDS	8.5000	80
0007	9N CONCRETE CURBS	LIN FT	2.5000	1,058
0008	9N ADJUSTING MANHOLES	ONLY	50.0000	1

DATE: 12 7 71 PG. 01 7606

PREVIOUS VOUCHER NO.: 21948

CHECKED BY: CP/js

ENGINEER OR AUDITOR: A. Duffy

TOTAL CONTRACT ITEM

- % RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMEN

CONTRACT NO.	ESTIMATE NO.
7606	3 Final

FEDERAL AID PROJECT NO.

PREFIX NO'S.

324 1722 201(41)	148.52-	Cr.
324 1722 204(41)	1,203.56	Dr.

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
5000.0000	1.000	5000.00	5000.00	
4.4000	2,910.770	12807.39	12807.39	
3.8500	81.000	311.85	311.85	
250.0000	1.000	250.00	250.00	
6.5000	423.730	2754.25	2902.77	148.52
8.5000	80.270	682.30	682.30	
2.5000	1,058.100	2645.25	2645.25	
50.0000	1.000	50.00	50.00	
TOTAL CONTRACT ITEMS		24501.04	24649.56	148.52
% RETAINED ON CONTRACT ITEMS		- - -	1,203.56	1,203.56
FORCE ACCOUNT				
TOTAL PAYMENTS		24,501.04	23,446.00	1,055.04

RECEIVED
DEC 10 1971
FOR FILING

324-1722
7606

December 10, 1971

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

On December 6, 1971, we wrote to you concerning release of final payment on Contract No. 7606 awarded to North Santiam Sand and Gravel, Inc., for work on South Street in the City of Silverton in Marion County.

Final payment on this contract is $1,055.06 and the total contract amount is $26,301.06. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383

bc Frank Horgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. B. Boyd

OREGON STATE HIGHWAY DIVISION 12/07/71 PROGRESS ESTIMA

SECTION SILVERTON / SOUTH STAYTON

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY [redacted]RION

SPECIFIED COMPLETION A) 30 CWD
B)
C)

CONTRACTOR NORTH SANTIAM SAND & GRAVEL INC STAYTON 97383

AWARDED

EXTENSION

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	50000000	100000	500000	100000	50000
002	CLASS C ASPHALT CONCRETE 8 INCHES THICK SQ YDS	44000	2800000	1232000	2910770	128073
003	10-INCH CULVERT PIPE LIN FT	38500	36000	13860	81000	3118
004	CONCRETE INLETS TYPE CG-1 ONLY	2500000	1000	25000	1000	2500
005	CONCRETE WALKS SQ YDS	65000	450000	292500	423730	27542
006	CONCRETE DRIVEWAYS SQ YDS	85000	75000	63750	80270	6822
007	CONCRETE CURBS LIN FT	25000	1100000	275000	1058100	26452
008	ADJUSTING MANHOLES ONLY	500000	1000	5000	1000	50
	TOTALS FOR ORIG. CONTRACT			2407110		24501
	FORCE ACCOUNTS					
801	FLAGGING 94001					

GRESS ESTIMATE AND COST REPORT

PAGE NO 01 FORM E-498 (REV 5-69)

AWARDED 07 08 71 FAP CONTRACT NO. 7606 WORK DONE TO:

EXTENSION APPROVED PREFIX 364 1722

SAND & GRAVEL A) 47.5 CWT ESTIMATED DATE

97303 USED B) ESTIMATE NO. 03 OF COMPLETION:

C) FINAL

ECTED ESTIMATE		PERFORMED TO DATE 09/08/71		TO COMPLETE 09/08/71		GROUP P OR N	NEW TOTAL TO DATE	
TITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
500000	500000	100000	50000			9N		
1077000	128.7739	2910770	128.7739			9N		
81000	31185	81000	31185			9N		
1000	2500	1000	2500			9N		
423730	275425	423730	275425			9N		
80270	68230	80270	68230			9N		
1058100	264525	1058100	264525			9N		
1000	5000	1000	5000			9N		
	2450104		2450104					
						9N		

OREGON STATE HIGHWAY DIVISION

12/07/71 PROGRESS ESTIMATE

SECTION SILVERTON /SOUTH STREET/

COUNTY MARION

AWARDED 07 08

HIGHWAY CITY STREET

SPECIFIED COMPLETION A) 50 CWD
B)
C)

EXTENSION

TYPE WORK GRADING AND PAVING

CONTRACTOR NORTH SANTIAM SAND & GRAVEL INC STAYTON 97383

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	P Q
	* TOTAL PAY COSTS			2407110		2450104	
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EA 1			20000			
98999	CONTINGENCIES			109219			
99999	ENGINEERING			242711		199896	
	GRAND TOTALS			2779040		2650000	

RESIDENT ENGINEER

DATE

DIV

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 07 08 71 F.A.P.

CONTRACT NO 7606

WORK DONE TO:

A) 50 CWD
B)
C)

EXTENSION

APPROVED A) 47.5 CWD
USED B)
C)

PREFIX 324 1 722

ESTIMATE NO. 003

ESTIMATED DATE OF COMPLETION:

FINAL

TH SANTIAM SAND & GRAVEL
STAYTON 97383

ION NT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 09/08/71 QUANTITY	PERFORMED TO DATE 09/08/71 AMOUNT	TO COMPLETE 09/08/71 QUANTITY	TO COMPLETE 09/08/71 AMOUNT	GROUP POR N	NEW TOTAL TO DATE QUANTITY	NEW TOTAL TO DATE AMOUNT
110		245014		245014					
0000							9N		
9219									
42711		199896		147652		52244			
2779040		2650800		2597756		52284			

DATE

DIVISION ENGINEER

RECEIVED
DEC 7 - 1971
FOR FILING

324-1722
7606

December 3, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 8, 1971, on Contract No. 7606. The contract was with North Santiam Sand & Gravel, Inc., and was for grading and paving on the Silverton (South Street) Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 3, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skeen
H. S. Cox
J. B. Boyd

324-1722
7606

FORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Silverton (South Street)	SECTION: Silverton (South Street)	WEEK ENDING: September 18, 1971
		SECTION PREFIX: 324 - 1722
	HIGHWAY: City Street	COUNTY: Marion
CONTRACTOR: North Santiam Sand & Gravel, Inc.	KIND OF WORK: Grading & Paving	
DATE OF CONTRACT: July 8, 1971	CONTRACT NUMBER: 7606	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED: July 22, 1971	ESTIMATED COMPLETION DATE: September 8, 1971
	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 50	WORK DAYS USED / CALENDAR DAYS USED: 47½
PROJECT AUTHORIZATION: $27,790.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: $25,363.29	ENGINEERING AUTHORIZATION: $2,427.11	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $25,363.29	ENGINEERING COST TO DATE: $1,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: NONE %	PERCENT OF AUTHORIZATION: 58 %	DATE PROJECT WAS COMPLETED: September 8, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11				0.11
MILES PARTIALLY COMPLETED	0.11				0.11
MILES COMPLETED	0.11				0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum				2,800 SqYds
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum				2,800 SqYds
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				2,800 SqYds
AVERAGE DAILY QUANTITIES					700 SqYds
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Project completed September 8, 1971.

Decker Swan

RECEIVED

SEP 20 1971

CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Thursday, Regional Engineer Wimer inspected yhe project for acceptance.
We will submit the semifinal estimate the latter part of next week.

FINAL REPORT

SIGNED Arthur Duffy
by R. Kleeber
Arthur Duffy

LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SCA-71.

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name SOUTH STREET Contract No. 7606

Highway Silverton City Street Prefix No. 324-1722

County Marion F.A. No. State Project

Final inspection made on 9-16-71 By Gerald Wimer in company with Jack Brown, City Manager; Robert Borland, City Engineer; and Ray Klecker, Transitman.

CHECK LIST

Date			
9-8-71	Construction signs removed	Never Closed	Opened to traffic
None	Salem Office notified to rescind construction speed zone	with semi-final	Regional Materials Certification submitted
9-8-71	Contractor removed equipment from project		
9-8-71	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Completed with good workmanship and appearance. September 15, 1971 letter of acceptance from Mr. Robert E. Borland is attached.

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COUNTY & CITY SECTION
SEP 22 1971
ENGR. C... LE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 9-8-71. The semi-final estimate will be submitted about 9-24-71.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Art Duffy
Dist.Engineer - Floyd Lacey
~~State Parks Supt. - Dave Talbot~~
~~Reg. Parks Supt. - Cliff Lenz~~

Copies sent to all named _____

Initialed and signed by, Gerald Wimer
(Signed)

Reg. Const. Engr.
(Title)

CITY HALL

CITY OF
SILVERTON

306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

15 September 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Oscar H. Norberg
Cities Engineer

Re: South Street, Silverton
Grading and Paving

Gentlemen:

South Street, Silverton, has recently been improved by work performed through the Oregon State Highway Department by grading, paving, installing concrete curbs and sidewalks.

The completed work meets with our approval and is hereby accepted.

Yours truly,

Robert E. Borland

Robert E. Borland
City Engineer

REB:os

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JUL 15 1971
FOR FILING

324-1722

7606

July 15, 1971

North Santiam Sand & Gravel, Inc.
P.O. Box "A"
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7606 for grading and paving on South Street in Silverton, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Co.
Bonding Department
417 Norton Building
Seattle, Washington 98104

bc Frank Morgan
Ivan Merchant
J. B. Boyd
Arthur Duffy

RECEIVED
JUL 9 - 1971
FOR FILING

324-1722
7606

July 8, 1971

North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on June 28, 1971, accepted your proposal for work on South Street in the City of Silverton in Marion County for the sum of $24,071.10 and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Silverton approved the project and deposited $6,312.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7606.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 20, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
F. D. Morgan
I. D. Merchant
J. B. Boyd
Arthur Duffy
William Geibel (SAIF)

5rA

CITY OF
SILVERTON

CITY HALL

306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

6 July 1971

H. S. Cox
County & City Engineer
Highway Building
Salem, Oregon

Attn: Oscar Norberg
Cities Engineer

Dear Mr. Norberg:

Transmitted herewith is a check for $5,675. as a deposit for our share of costs in improving South Street under the 1971 Special City Allotment program.

In authorizing payment the council questioned the engineering costs for this project. It was felt that the scope of the South Street project did not warrant almost $4,000. in engineering costs.

We would appreciate notification of the construction schedule when it is available to you.

Yours truly,

Jack R. Brown
City Manager

JRB:pl

INCC: check

cc: Mayor Dunagan

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COUNTY & CITY SECTION
JUL - 8 1971
ENGR. CONSTR. UE
UPE CE RE RPE

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JUN 28 1971
FOR FILING

bc F. B. Klaboe
F. D. Morgan
V. E. Skoog,
attn: John Herr
R. D. Asburry

OREGON STATE HIGHWAY DIVISION

324-1722

HIGHWAY BUILDING • SALEM, OREGON • 97310

7606

June 28, 1971

Mr. Jack Brown
City Manager
City Hall
Silverton, Oregon 97381

Dear Mr. Brown:

On June 24, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on South Street. The apparent low bid was submitted by North Santiam Sand and Gravel, Inc., Stayton, 97383.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$24,071.10
Anticipated additional items:		
Flagging (State share)		200.00
	Subtotal	24,271.10
Engineering & Contingencies 14½%		3,519.31
	Subtotal	27,790.41
Preliminary engineering approximate		204.00
	TOTAL ANTICIPATED COST	$27,994.41

As a contract cannot be awarded until the City has deposited its estimated share of the cost, which is approximately $2,925 for concrete walks and $2,750 for concrete curbs, or $5,675, please forward at your earliest convenience a check to this office in the amount of $5,675 made payable to the Oregon State Highway Commission.

Since the PC concrete driveway, Type A item ($637.50) is approximately the cost that an asphalt concrete, Type A-1 item would be, and the construction is superior in the sidewalk area, it is proposed that the cost of this Type A item be included in the regular job cost the same as a Type A-1 item would be.

Very truly yours,

H. S. Cox
County and City Engineer

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

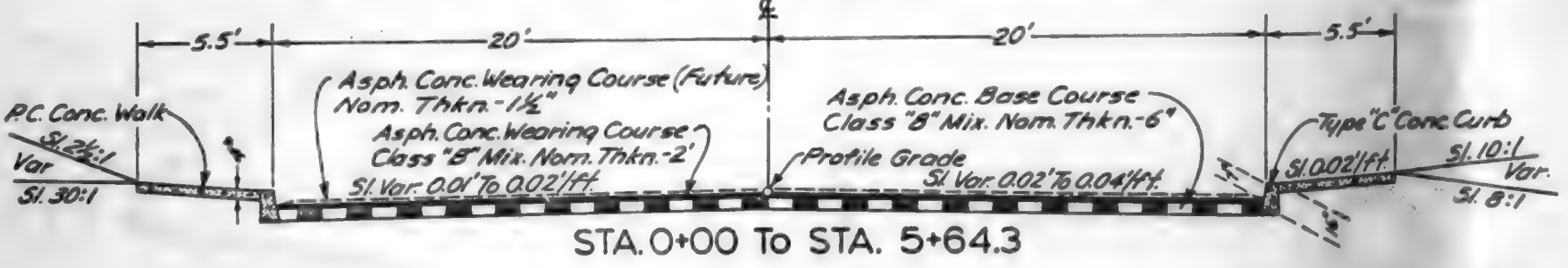
T. 6 S., R. 1 W., W.M.

SILVERTON

Sketch Map

Scale 0 800 1600 Feet

TYPICAL SECTIONS



STA. 0+00 To STA. 5+64.3

PRIVATE DRIVEWAY SURFACI

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL

RECEIVED
COUNTY & CITY SECTION
MAY 19 1971
☐ ENGR. ☐ GOOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

APPROVED CITY OF SILVERTON
CITY OF SILVERTON, OREGON
BY MAYOR Willis H. Dun
BY RECORDER
DATE MAY 17 1971

Overall Length Of Project 0.11 Mile

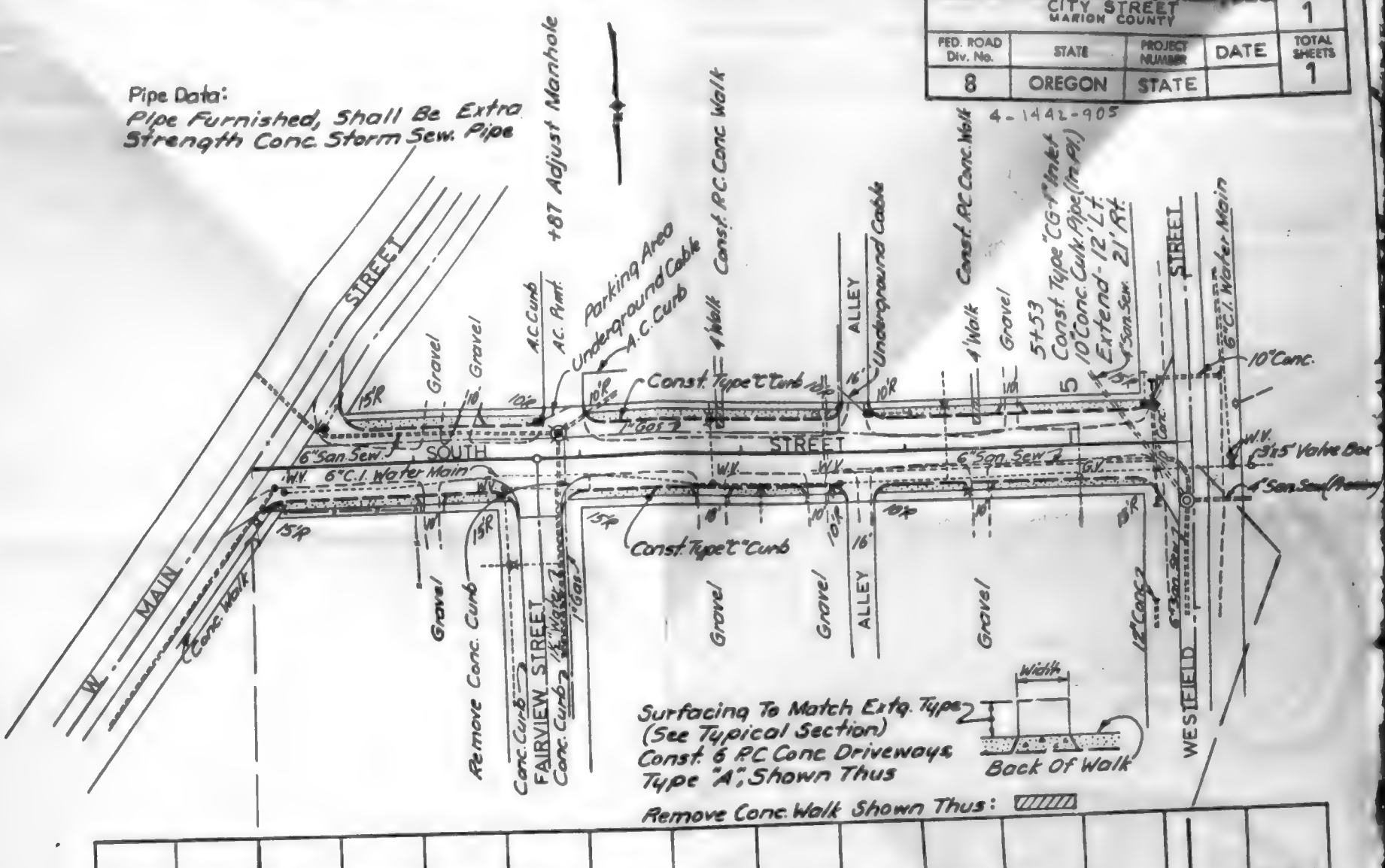
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
SILVERTON (SOUTH STREET) SEC.
CITY STREET
MARION COUNTY

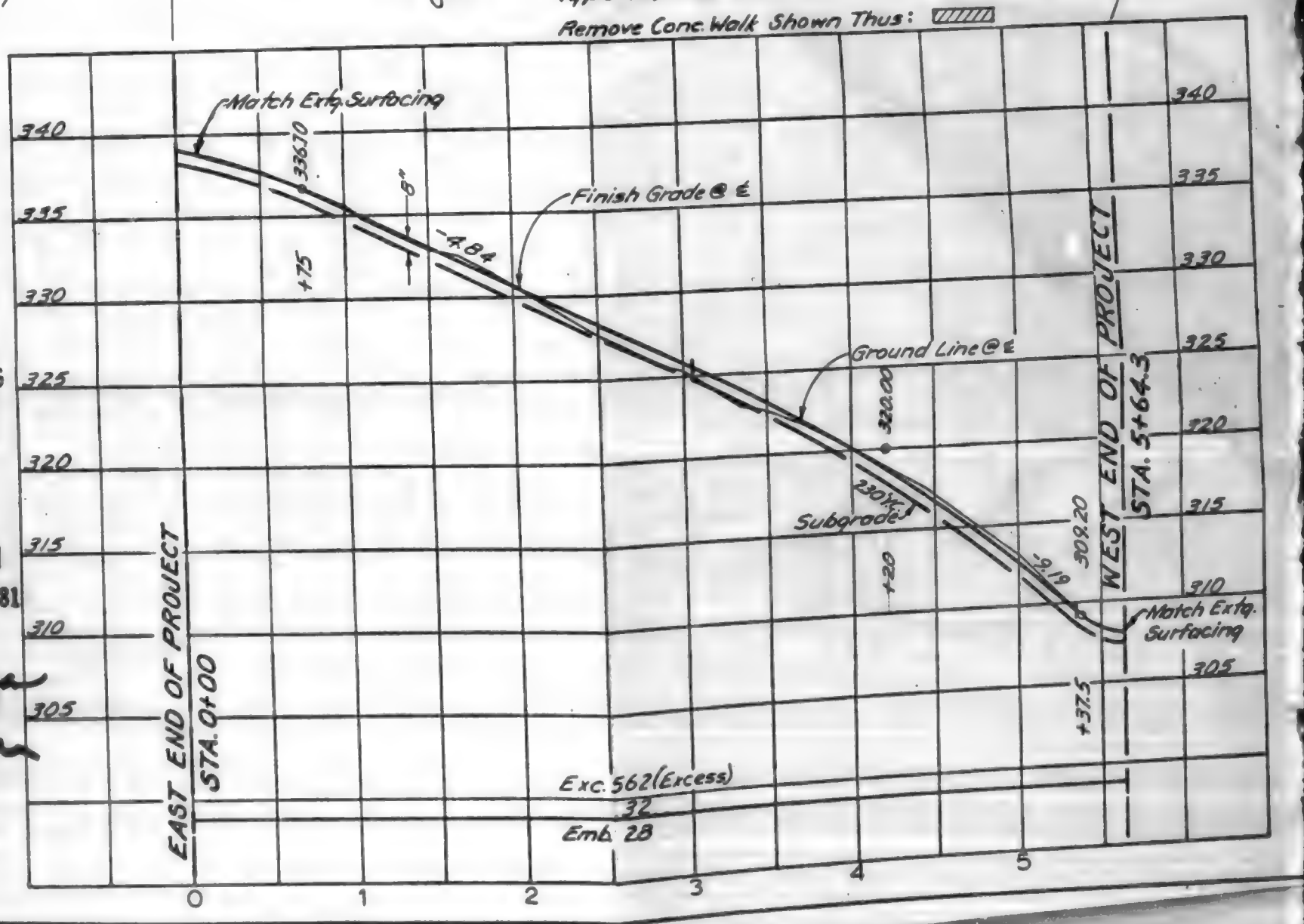
SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE		1

4-1442-905

Pipe Data:
Pipe Furnished, Shall Be Extra Strength Conc. Storm Sew. Pipe





...te Wearing Course
...mp. Thkn. - 6"

...WAY SURFACING

CITY OF SILVERTON
...LVERTON, OREGON 97381

...illiam H. Dempsey

...ly 1971

SCA

CITY OF
SILVERTON

CITY HALL — 306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

OFFICE of THE MAYOR

10 May 1971

H. S. Cox, County & City Engineer
State Highway Division
Highway Building
Salem, Oregon

Attn: Oscar H. Norberg

Dear Mr. Norberg:

The preliminary plans submitted for approval, covering the 1971 Special City Allotment project on South Street, are herewith returned without action.

Our city engineer, in conference with Mr. Turpin of the Design Department of the Highway Division, has requested an adjustment to the proposed grade. It is understood that the requested adjustment is accepted and that revised or corrected plans will be forthcoming.

Yours truly,

Jack R. Brown
City Manager

Atch: Plans (2)

cc: Robert Borland

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COUNTY & CITY SECTION
MAY 11 1971
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APR 13 1971

FOR FILING

324-1722
7606

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: South Street
Highway: City of Silverton
County: Marion
Prefix: 324-1442

Res. Engr. A. Duffy
Approx. Length 0.11 mile
Sta. _____ to Sta. _____
Date 4-6-71

Mean Truck A.D.T. 20
Traffic Coefficient 5.6
18 kip s. a. per day 2.6

Annual Precipitation 40"+
Frost Penetration ---
CBE Total Requirement 18.5"

(1)

Typical Soil

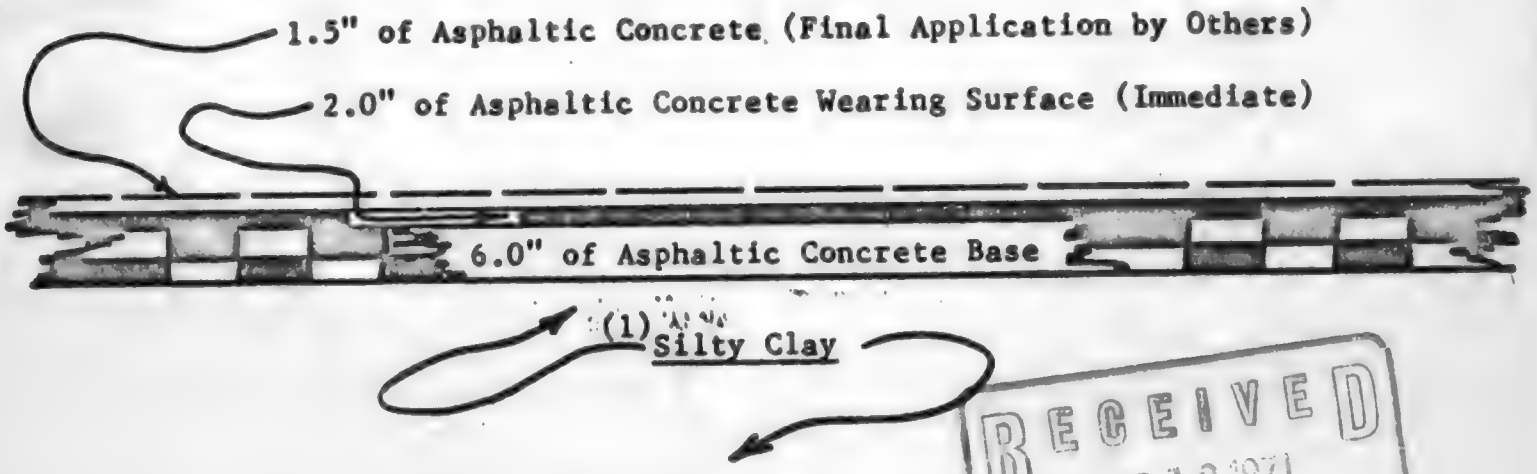
37 LL
15 PI
95 %P 10
74 %P 200
5 % Gravel
7 % C Sand
14 % F Sand
37 % Silt
37 % Clay
8 R Value
A-6 AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
4.0	2.0	A.C.W.S. (I.)
12.0	6.0	A.C.B.
19.0	9.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by Others)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
6.0" of Asphaltic Concrete Base
(1) Silty Clay

See remarks on Page 2.

RECEIVED
APR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Program and Planning Engineer

Approved by _____ Asst. State Highway Engineer

~~XXXXXX~~
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: South Street

HIGHWAY: City of Silverton

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

N O N E

Remarks:

A full depth Asphaltic Concrete section is recommended as City Engineer Borland reported that it took considerable blasting (boulders) to place a water main at a 30" depth. Surface exposure of several boulders were noted during the soil survey.

The full depth A.C. section appears to be the most costly, but the cost comparison shown on Page 5 does not consider additional excavation and the possible problems mentioned above.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. & Base	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: South Street

HIGHWAY: City of Silverton

COUNTY: Marion

150 Present ADT (1971)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	8	3.0	24	16	450	7,200
3	2	3.0	6	4	1000	4,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				20	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 11,200

TWENTY YEAR EWL 224,000

TRAFFIC COEFFICIENT 5.6

SECTION: South Street

HIGHWAY: City of Silverton

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made -- See Item 10

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a consideration for this project.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See remarks on Page 2.

South Street

City of Silverton

Marion County

Unit prices for this area were obtained from C. E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	$12.00 per ton
Class B Asphaltic Concrete (Full Depth)	10.00 per ton
Aggregate Base (Level)	4.25 per cu. yd.
Aggregate Base (Coarse)	4.00 per cu. yd.

Two sections of comparable strength were considered in the following per square yard cost comparison:

3.0" A.C. 9.5" 1.0"-0 A.B.	2.0" A.C.W.S. 6.0" A.C. Base
$3.42	$4.54

RECEIVED
COUNTY & CITY SECTION
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SALEM, OREGON
April 1, 1971

SCA Project
South Street
City of Silverton

Mr. Frank L. Hall
Design Engineer
BUILDING

Attn: Mr. P. L. Christensen

The survey data on subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:ljt

Encl.

Silverton — South Street

1. Clearing & Grubbing			250.00
2 Removal of Structs & Obstructions			145.00
3 General Exc	800 C.Y.	@ 3.00	2400
4 Class "B" A.C.	630 C.Y.	@ 24.50	15,435
5 Extra for A.C. Approaches	6	@ 50	300
6 Type "C" Conc Curb	Lin. Ft.	1060 @ 1.70	1,802
7 Conc. Inlet Type C6-1	1	200	200
8 Conc. Walk	435 Sq Yd	@ 6.50	2827
9 Type "A" Driveways	115 Sq Yd	7.00	805
10 Adjust Manhole	1	@ 100	100
10" Conc. Culvert Pipe	40 Lin Ft	@ 5.00	200
			24,464

Additional Antic Items

Flagging (State Share)	200
	24,664
plus 12½%	3083
	$27,747

	24,664
Plus 14½%	3,576
	28,240
— Curbs & Walks	4,629
	23,611

S.C.A. Investigation Data

City of Silverton Date 2/18/71 Div. ___
Population: 19__ _____ 19__ _____
Street South Street

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: 40 feet
BASE DESIGN: A.C. 9" inches, Leveling — inches, Base — inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, 570 feet. Type curb: "C"
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	1248	2.75	3432
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton	1373	12.00	16,476
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.	35	55.00	1925
Adjust Manholes	each	1	100.00	100
Adjust Valve bases (by City)	each			
Extra for Dwys	each	7	50.00	350

*Items include 10% allowance

Total	$ 22,783
Perm. signing ($100/intersection)	200
Flagging	300
Total	$ 23,283
Engineering & contingencies (20%)	4667
Total	$ 27,940
City's estimated share of survey	230
TOTAL ESTIMATED COST	$ 28,170

$2200 \times \frac{2940}{27,940} = 230$

Say 29,000 "150 More than orig. est

RECEIVED
FEB 18 1971
FOR FILING

324-1722
7606

February 5, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4147

City of Silverton
City Hall
Silverton, Oregon 97381

Attention: Jack Brown
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to improvement of South Street from West Main to Westfield Streets in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
JAN 4 - 1971
FOR FILING
324-1722
7606

PREFIX NO. 324-1442

12-29-70

LOCATION PROSPECTUS
SILVERTON (SOUTH STREET) SECTION
CITY STREET - MARION COUNTY

HIGHWAY: South Street not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of South and Westfield Streets. The easterly terminus is at the intersection of South and West Main Streets.

LENGTH: 0.11 mile.

PROGRAM: 1971 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for street reconstruction on existing alignment to provide a 40-foot curbed street section.

TYPICAL SECTION: Forty-foot curb to curb section.

BASE DESIGN: The tentative base design for construction is:

	Existing		New Work
Paving	0		3" A.C.
Base	4"	Gravelly Clay	16"
Total	0		19"

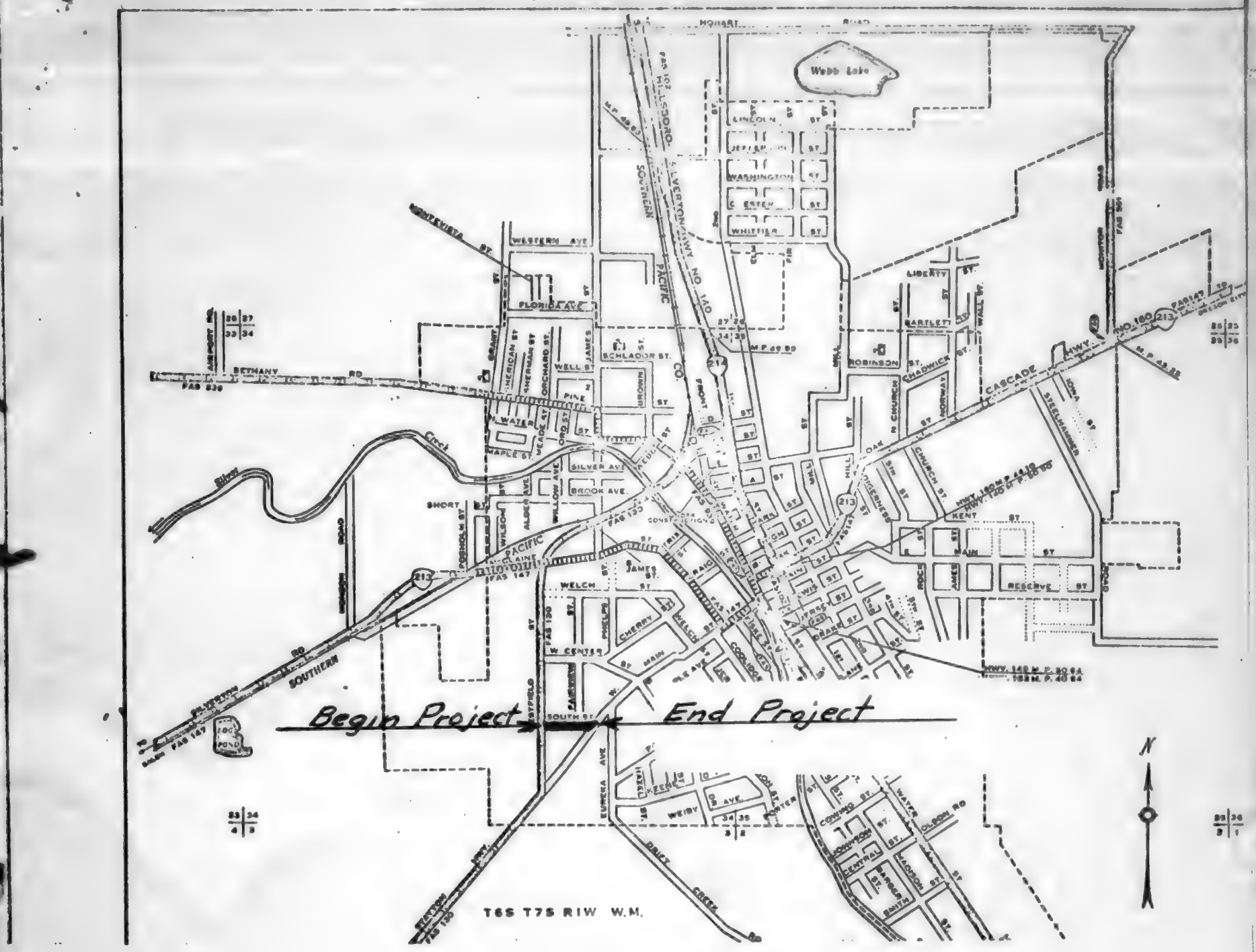
MATERIALS: Adequate quantities of material are available from commercial sources.

AGREEMENTS: Routine negotiations for Special City Allotment projects.

Attachment
December 29, 1970
cc: over

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. D. Asburry (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. L. Hall
F. B. Crandall
G. C. Wills
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
R. H. Stein
F. W. Yarbrough (2)



Typical Section

Prospectus Map
South Street Section
City of Silverton
Marion County
1970
Arthur Duffy, Res. Eng'r.

S.C.A. Investigation Data

City of Silverton Date 12/11/70 Div. 2
Population: 19__ _____ 19__ _____
Street South 5th. from W. Main to Westfield

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

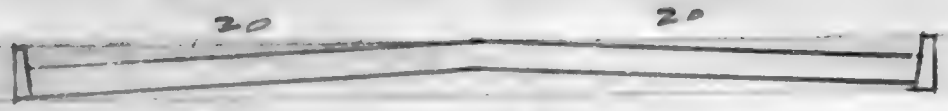
PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 40 feet
BASE DESIGN: A.C. 11 inches, Leveling — inches, Base — inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: _____ mile, 570 feet. Type curb: "C"
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1418	275	3900
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	—		
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material	c.y.	—		
Asphalt	ton	1700	12.00	20,400
Binder	all	all	L.S.	—
Concrete inlets	each	—		
Culvert pipe	lin. ft.	—		
Concrete curbs	c.y.	35	55	
Adjust Manholes	each	1	100	100
Adjust Valve boxes (by City)	each			
Extra For Driveways	each	7	50	350

*Items include 10% allowance

Total	$25,250.
Perm. signing ($100/intersection)	200
Flagging	300
Total	$30,250
Engineering & contingencies (20%)	6050
Total	$36,300
City's estimated share of survey	
TOTAL ESTIMATED COST	$_____



Silverton 12/11/70

South Street

From Westfield to W. Main

length 585'

15

570'

3"
2
Was 14

Equivalent to 11" A.C.

8" less

Gen'l. Exc. $\frac{43 \times 1.42 \times 570 \times 1.1}{27}$ = 1418 C.Y.

11" AC = 5.70 X 294.3 = 1678 Tons

Dwys 22 tons A.C.

1700 Tons A.C.

Curbs 1110 x 0.031 = 35 C.Y.

9" AC C. Gregg 2-18-71

Equivalent to 9" A.C.

Gen'l. Exc $\frac{43 \times 1.25 \times 570 \times 1.1}{27}$ = 1248 C.Y.

9" AC = 5.7 X 240.9 = 1373 Tons

"

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

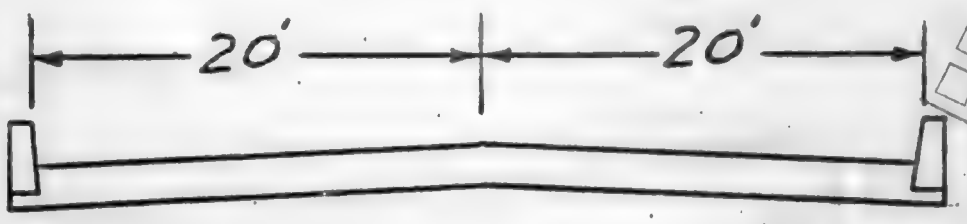
AUTHORITY FOR SURVEY

Section Silverton (South Street) Section — Date December 11, 1970

Highway City Street — Authorization No. 1

County Marion — Region 2 — Survey Prefix 324-1442 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is at the intersection of South and Westfield Streets. The easterly terminus is at the intersection of South and West Main Streets.



Typical Section

RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
ENGR.
UPE
RE
AE

Purpose of survey: To make field survey, prepare plans and specifications for reconstruction and surfacing as per above typical section.

Estimate of cost:

Field Survey	(901)	1230.00
Final Design	(905)	600.00
Soils	(910)	300.00
Specifications	(921)	170.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,300.00

Previous authorization . . . . . ———

Additional authorization requested . . . . ———

Additional authorization approved (Salem) . ———

Total all authorizations approved (Salem) . . ———

Requests made by: [signature] Field Engineer

Recommended for Approval: [signature] Division Engineer

Recommended for Approval: [signature] Design – Construction Engineer

Approved: [signature] Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. BEN GIFFORD
FED. ..... STATE SCA

rca

CITY OF
SILVERTON

CITY HALL
306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
ENGR. ☑ CJOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

1 September 1970

Oscar H. Norberg, Cities Engineer
State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Norberg:

The Common Council of the City of Silverton, in special session 31 August 1970, confirmed the ability and willingness of the city to participate in the proposed improvement of South Street, under the Special City Allotment Act.

Council also indicated that the construction of sidewalks would be considered a part of this project by the city.

Sincerely,

Jack R. Brown
City Manager

JRB:os

R E S O L U T I O N NO. 613

7-22-70

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Silverton is an incorporated city of the State of Oregon and has a population of 4,350 as given by the latest official census; and

WHEREAS, the following streets of said city,

1. "B" Street between North First Street and Mill Street;

2. South Street between West Main and Westfield Street;

3- West Center Street between West Main and Westfield Street.

RECEIVED
JUN 25 1970
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Silverton does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Robert Borland as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22 day of June, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Silverton at a regular or special meeting of said Council, held on the 22 day of June, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 22 day of June, 1970.

City Recorder

(cc-50, 1959 Rev.)

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SILVERTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised September 1969

S.C.A. Investigation Data

City of Sisson Date 7/14/70 Div. B
Population: 1965 370 1970 420 est
Street Several streets in town are recommended

No. previous projects 5
Last project 1968 (year)
Total SCA funds $ 46,445
Funds/capita $ 110.68
Average/capita $ 178.71

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: I gave Jack Brown the Total at this est. He favored this St. for improvement. There is a new School and Housing project on this St. It would connect between 2 important streets. This is a good recommendation in this section.

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.105 mile, 555' feet. Type curb: "C"
Remarks: The rock excavation would discourage a storm sewer on this street. The drainage can be carried in the gutter. City Engineer said it took considerable blasting to get the water main down to get 30" cover.

A good project

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	2000	2.75	5665
Concrete sidewalks	sq. yd.	---		
Trench excavation	c.y.	~~745~~	4.50	~~3400~~
Watering	M-gal.	4½	5.00	230
Level material (3/4-0)	c.y.	205	4.25	871
Base material	c.y.	1450	4.00	5800
Asphalt	ton	490	12.00	5760
Binder	all	all	L.S.	420
Concrete inlets	each	5	200	~~1000~~
Culvert pipe	lin. ft.	~~470~~	5.00	~~2350~~
Concrete curbs "C" Type	c.y.	35	50.00	1725
Adjust Manholes	Each	1	100.00	100
Adjust Valve Boxes (2 ea.)				—
Extra for Driveways	Each	7	50.00	350

*Items include 10% allowance

	Total	$ 21,621
Perm. signing ($100/intersection)		200
Flagging		300
	Total	$ 22,121
Engineering & contingencies (20%)		4424
	Total	$ 26,545
City's estimated share of survey		93
	TOTAL ESTIMATED COST	$ 26,638

1545 / 263m = 93

~~30,000~~ 27,000

S.C.A. Investigation Data

City of Silverton Date _____ Div. ___
Population: 19__ _____ 19__ _____
Street Center St. from Western Ave. to E. City Limits

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel X Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: Taken from City Engr. He reversed South 5 ft. for direct route to the new school.

PROPOSED

Surfacing: A.C. X Oil _____ Other_____
Pave. width: ____ feet, Shoulder width _____ feet, C-C width: 40 feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.205 mile, 1085 feet. Type curb: 6" curb
Remarks: K.E. Borland, City Engr. Said it took considerable blasting to get water main down for 30" Corten

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700
Clearing & grubbing	all	all	L.S.	
General excavation Borrow Sand & Some rock	c.y.	3000	2.00	6000
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.	108	4.50	485
Watering	M-gal.	60	5.50	330
Level material (3/4-0)	c.y.	265	4.50	1190
Base material	c.y.	1920	4.75	9120
Asphalt	ton	710	11.00	7810
Binder	all	all	L.S.	590
Concrete inlets 6-1	each	3	200	600
Culvert pipe 12" Corten	lin. ft.	44	55.00	2420
Concrete curbs	c.y.	67	60.00	4020
Extra for Driveways	Each	9	60.00	540
Adjust Manhole	Each	1	100	100

*Items include 10% allowance

Total	$ 32955
Perm. signing ($100/intersection)	200
Flagging	900
Total	$ 34055
Engineering & contingencies (20%)	6690
Total	$ 40,745
City's estimated share of survey	755
TOTAL ESTIMATED COST	$ 41,500

7/14/70

South St

0.0 N. Wye Begin

Gravel St

Big Rock outcrop

0.035 Fairview St Rt & Lt

0.07 Alley ?

0.105 West field St End

South St. Sec

0	11	36	43
PP	Gravel	Gravel	Cover

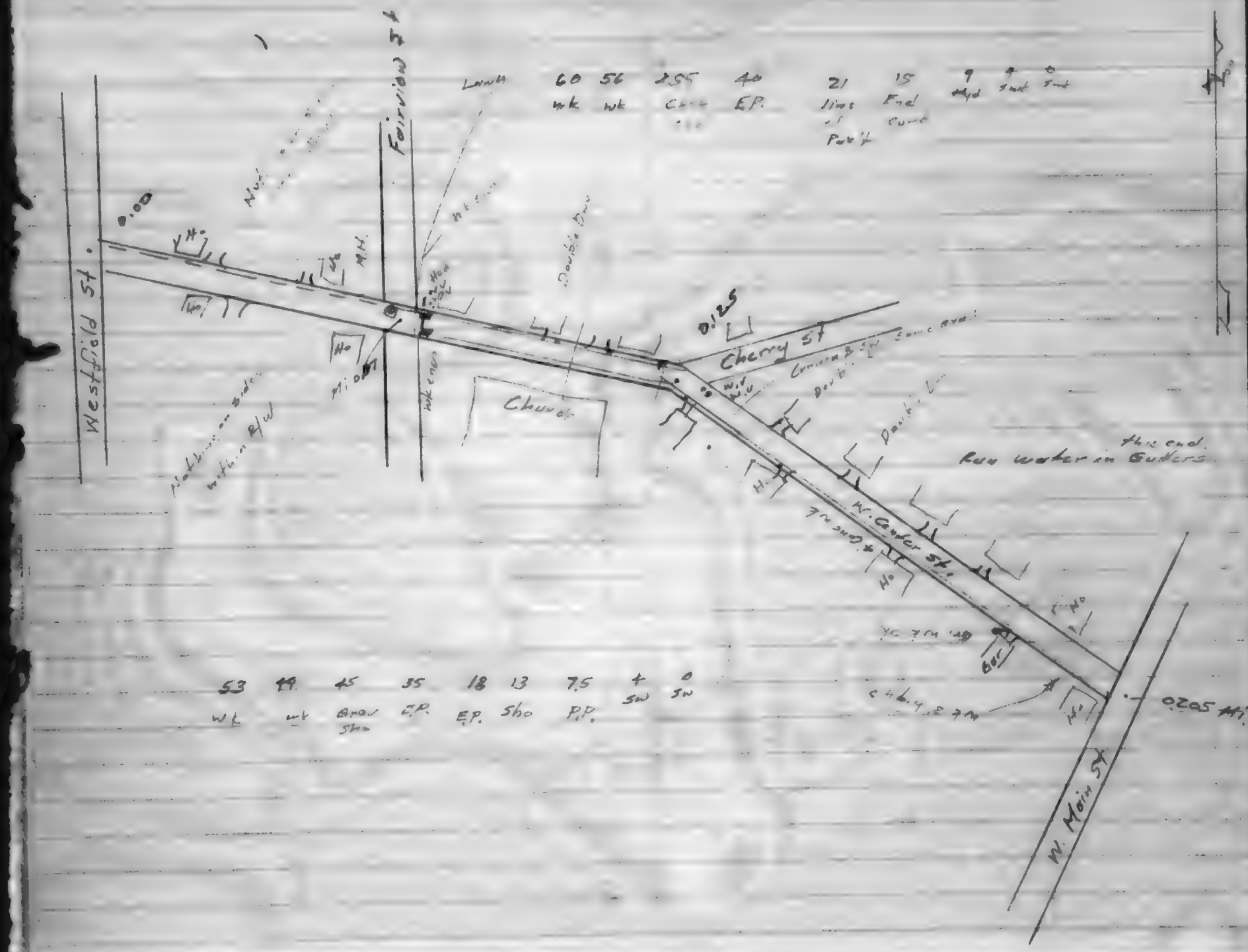
Line of Trees
10 - (10"-15")

2' Cottonwood 8' in R/W

I phoned Mr. Borland - City Engr re: classification of South St. He said they had to blast to get the water main down for 30" Cover. 80 loads to break large boulders (6 strides in one boulders) in middle of job (Fairview - 150' West)

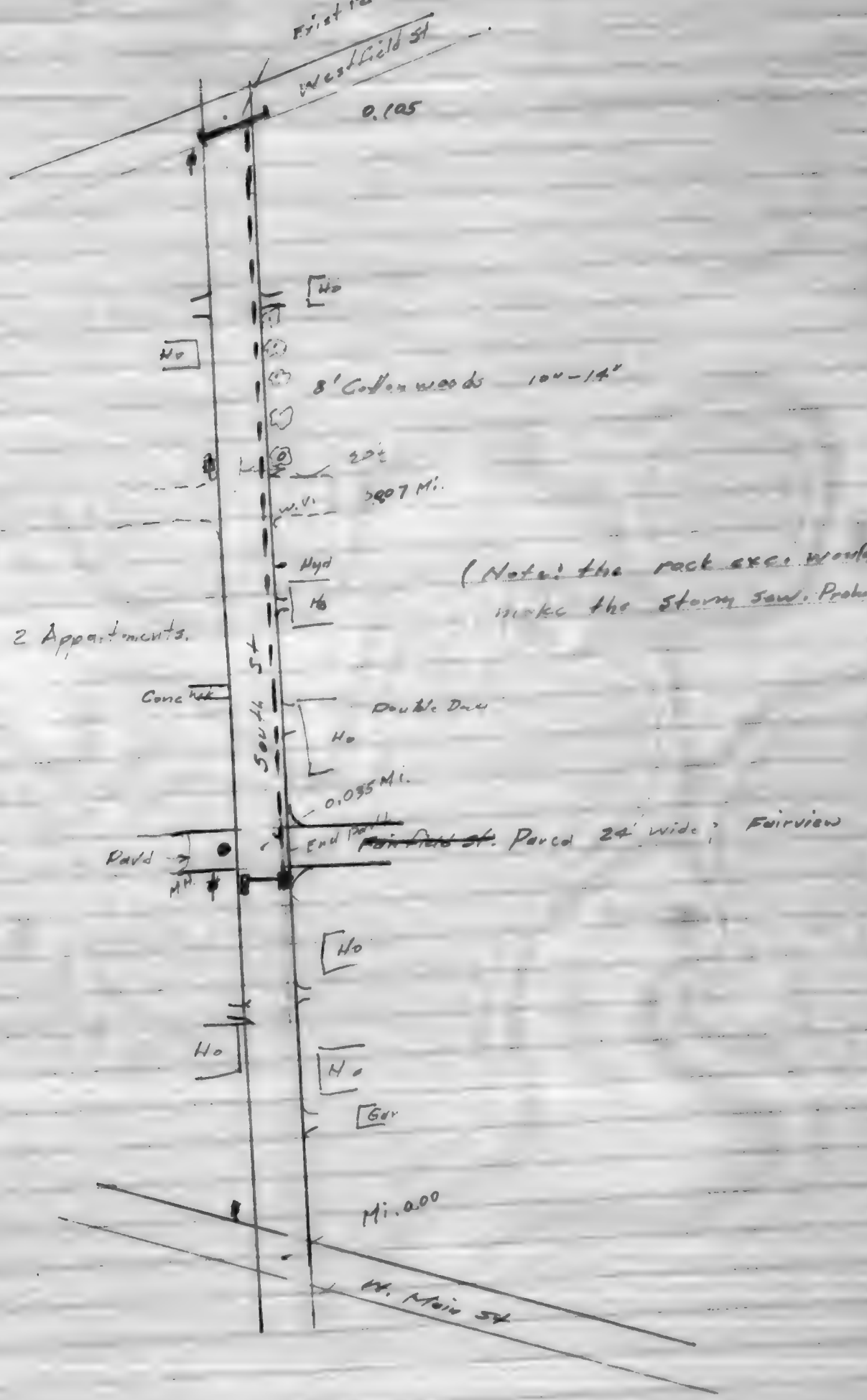
7/14/70

N Center St – Silverton

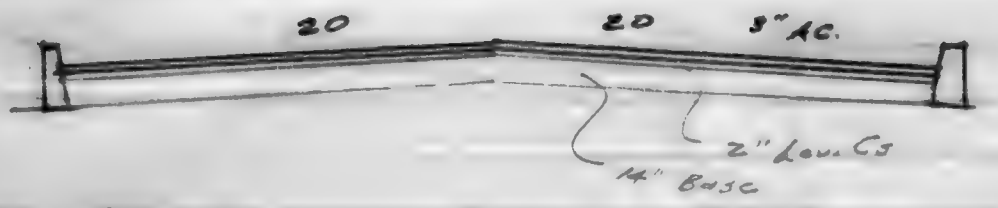


7/14/70

South St.



(Note: the rock excavation would make the storm sewer Prohibitive



Silverton 7/14/70
South between William and Westfield St.

Length across = 555'
15
570

Stake 6"
5
2
14
25

Gen'l Exc. $\frac{43' \times 208 \times 570 \times 1.1}{27} = 2060$ C.Y.

Dr. Exc. (400+40) $\frac{2.0 \times 3.0 \times 1.1}{27}$ = ~~708~~ C.Y. Void

,070 = 870'
30
40

~~1440~~ 12" Sew. P.
2 6-1

Base $\frac{1.17 \times 41 \times 570 \times 1.43}{27} = 1450$ C.Y.

Lev. Cs $\frac{0.17 \times 40 \times 570 \times 1.43}{27} = 205$ C.Y.

Water 1655 X 0.0275 = 46 M-Gal.

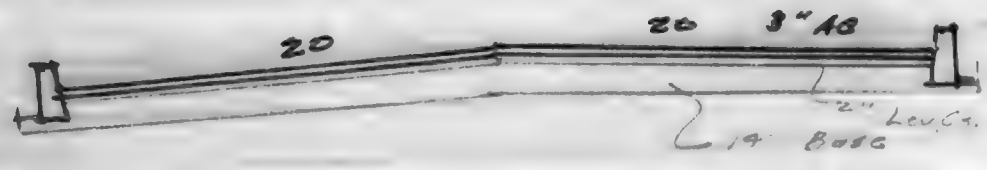
Binder Cs. 4000 x .105 = 420

3" A.C. 803 x 570 = 457 Tons 1

9 Dwgs 6 x 3 x 2" x 006 = 20 Tons AC ~~480~~ Tons

Curbs 1110 x 0.031 = 35 C.Y.

7/14/70



Center St from Cherry St to W. Main St.

0.08 Mi = 426'

3"
2"
14"
19"
6"
25

Gen'l. Exc. $\frac{2.08 \times 42 \times 425 \times 1.1}{27}$ = 1550 C.Y.

80 more

1630

3 0 + 370 + 40 = 440 12" Conc. Pipe

Mi 0.07 = 370

3 Inlets G-1

Dr. Exc $\frac{440 \times 2 \times 3.0 \times 1.1}{27}$ = 108 C.Y.

Base $\frac{1.17 \times 870 \times 41 \times 1.43}{27}$ = 940 C.Y.

Lev. Cs $\frac{0.17 \times 370 \times 40 \times 1.43}{27}$ = 134 C.Y.

Water 1040 x .0275 = 29 M-Gals

Binder 4000 x 0.08 = 320

A.C. 80.3 x 4.25 = 340 Tons

Curbs 850 x 0.021 = 26 C.Y.

Driveways (figured with W. section)

9 - Single

3 Double

7/14/70

Center St. from Westfield to Cherry St

8"
3"
2"
14"
27"

Gen'l Exc. $\frac{24 \times 660 \times 225 \times 1.1}{27}$ = 1450 C.Y.

length
0.125 Mi = 660'

~~Trench Exc~~ This is figured with East Section

Base $\frac{1.17 \times 24 \times 660 \times 1.43}{27}$ = 980 C.Y.

Lev. Cs. $\frac{.017 \times 22 \times 660 \times 1.43}{27}$ = 131 C.Y.

Water 1111 x .00275 = 31 M-Gals

Binder 2200 x 0.125 = 275

Asphalt 44.1 x 6.6 = 291 Tons

Dwy Asphalt $\frac{(6 \times 3 \times 9) + (9 \times 3 \times 8)}{.006} \frac{2}{}$ = 80 Tons (16, 81) 371 Tons

Curbs 1320 x .031 = 41 C.Y.

7/14/70

Silverton

"B" St

0

.025

.055 Second

0.10 ~~1st~~

0.125 3rd

0.16 Hill St

Centre St

0 west fie'd

Good Part. 18' wide

0.125 Cherry Lt

~~Broken~~ Oil mat

0.205 W. Main

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JUL 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

ORDINANCE NO. 400

7-6-70

AN ORDINANCE REGULATING THE CONSTRUCTION AND INSTALLATION OF DRIVEWAYS, AND PROVIDING A PENALTY FOR THE VIOLATION THEREOF.

The city of Silverton does ordain as follows:

Section 1. That the term,"residential driveway," as used in this ordinance, shall be construed to mean all driveways running from a public street to private property, occupied by dwelling houses, apartment houses, or other places of residence.

Section 2. That the term,"commercial driveway,"as used in this ordinance, shall be construed to mean all driveways from a public street to private property which are not residential driveways, as defined in Section 1 of this ordinance.

Section 3. That it shall be unlawful for any person, firm, or corporation to cut or remove any curb along any public street in the city of Silverton, or to construct any driveway from the curb to private property, except as provided in this ordinance.

Section 4. That the city manager may, upon application as herein provided, issue a permit to any firm, persons or corporation to construct a residential driveway not exceeding 24 feet in width at the curb.

Section 5. That any person, firm or corporation wishing to so construct a residential driveway shall make application therefor to the city manager, such application to specify the location of the property, purpose for which said property is used, and width of proposed driveway at the curb. The city manager shall upon his approval of such application, issue a permit and shall collect therefor the sum of $2.00, which shall be retained by the city to cover the cost of issuing said permit and any inspection which may be necessary. The applicant shall also make a deposit with said city in the sum of $2.00 per lineal feet to guarantee that said driveway will be constructed, in so far as that part of it which shall be on public property is concerned, in accordance with the permit, and that the curb be cut and rebuilt in accordance with such plans as the city manager may adopt in these matters. That after the completion of said driveway, the same shall be inspected and if approved by the city manager, said deposit shall be returned to the applicant. In the event the cutting of said curb and the constructing of said driveway on public property fails to comply with the specifications as required by

the city manager, the said deposit may be used by the city to reconstruct and bring said construction up to the specifications, and any surplus then remaining shall be refunded to the applicant.

Section 6. That any person, firm, or corporation desiring to construct a commercial driveway in the city of Silverton, shall make application therefor to the city manager, such application to specify the location of the property, purpose for which said property is, or is to be used, width of the proposed driveway at the curb and its location in relation to the property; and shall deposit with such application the sum of $5.00 to cover the issuing of a permit and inspection cost. If a permit is issued, the said deposit shall be retained by the city and in the event the permit be not issued, the deposit shall be returned to the applicant.

Section 7. That the city manager shall refer the application to the city council at its next regular or special meeting, and that the city council either grant a permit to construct such driveway in accordance with the application, deny the permit or issue a permit to the applicant to construct such driveway in accordance with such specifications as they may deem to the best interest of the public.

Section 8. That the city council may upon the granting of a permit to construct such driveway, require the applicant to deposit with the city a sum of money which they deem sufficient to guarantee that the curb will be cut and rebuilt and said driveway constructed on public property in accordance with the terms of the permit. That after the completion of said driveway, the same shall be inspected and if approved by the manager, the deposit shall be returned to the applicant. In the event the cutting of said curb and the construction of said driveway on public property fails to comply with the specifications as required by the permit, the said deposit may be used by the city to reconstruct and bring said construction up to the specifications of the permit and any surplus then remaining shall be refunded to the applicant.

Section 9. Any person, firm or corporation wishing to construct a residential driveway of a width at the curb of more than 24 feet shall make application to the city manager for a permit and the same procedure shall be followed as set forth in this ordinance for a permit to construct a commercial driveway.

Section 10. Any person violating the terms of this ordinance shall upon conviction thereof be subject to a fine not exceeding $50.00, or a jail sentence not exceeding 30 days, or by both such fine and jail sentence.

Passed by the council September 10, 1951, and approved by the mayor September 13, 1951.

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JUL 6 - 1970
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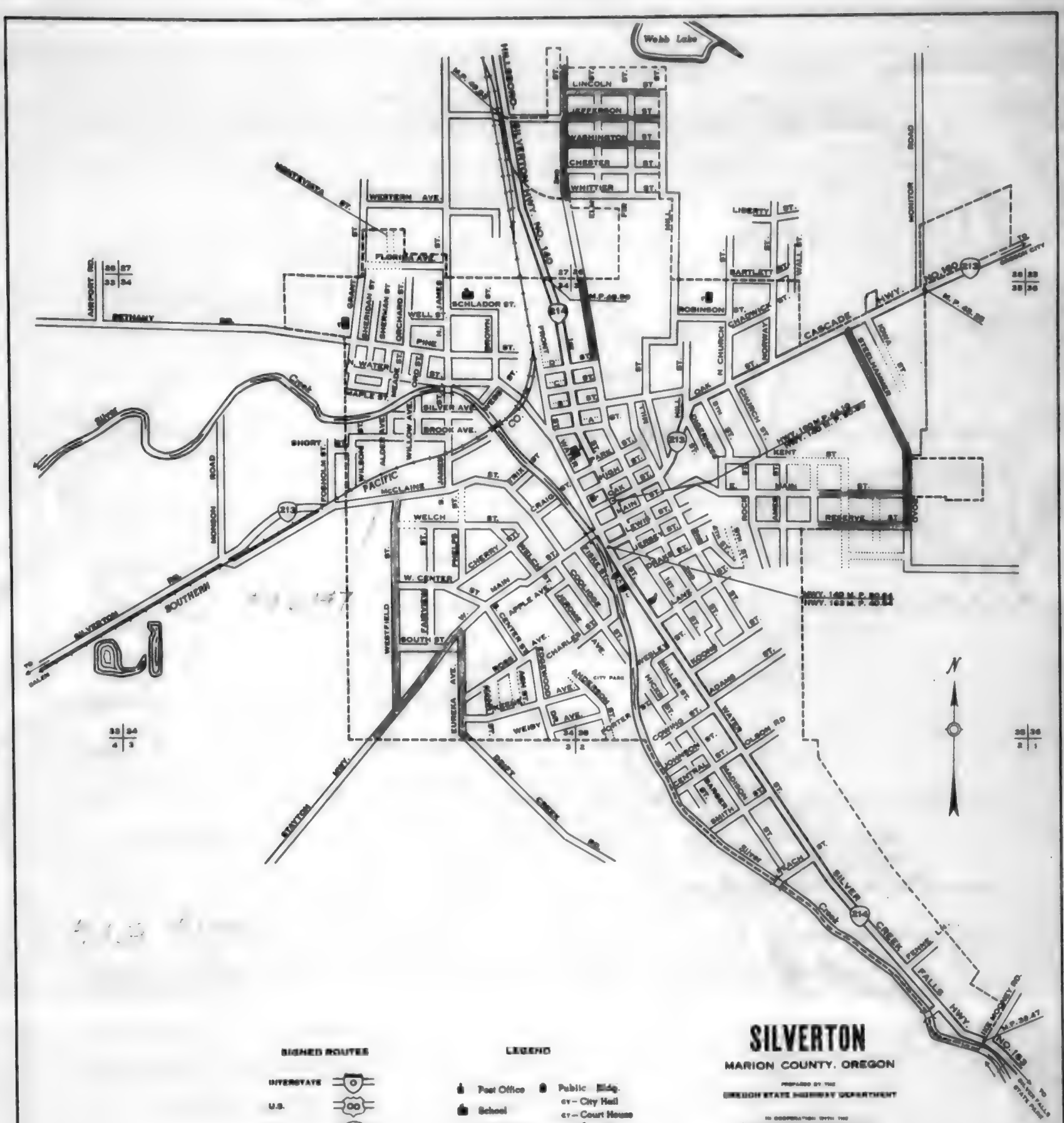
COUNTY & CITY DIVISION



Co. Roads Within Corporate City Limits 6/20/70 O.K.H.

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF Silverton, Oregon Date 26 June 1970

To be financed by Special City Allotment Fund and necessary city funds.

Street name B Street, South Street and West Center Street
(Locate project on attached map.)

Project length B Street-820'; South Street-540'; W. Center Street-1070'

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 34 feet

Remarks _____

Surface now in place: Oil ____ Paving ____ Gravel B Street-gravel
South Street-gravel
W. Center St.-oil and paving

Present surface width: _____ feet B St.-18 feet
South St.-20 ft.
W. Center St.-18 ft

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: _____ feet B St.-60 ft. and 30 ft.
South St.-60 ft.
W. Center St.-60 ft.

Additional right-of-way required? Yes x No ____

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: B St.-60-40-50 and 60
South St.-60-50 and 60
W. Center St.-60-50-50 and 60

Are intersecting streets curbed? Yes ____ No ____ B. St.-three curbed
South St-one curbed
W Center-three curbed

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: _____ feet

City to construct curbs? Yes x No ____

To be constructed as part of project? Yes x No ____

Length of desired radius on curb returns: _____ feet B St.-15' radius
South St.-15' radius
W. Center St.-15' radius

Does city desire special type of curbs? Yes ____ No x

Explain: _____

RECEIVED
JUL 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
E. B. Aronsen

NOTED
RICHARD BLADORN

Noted

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No____ B St.-no South St-yes W. Center-?

Width of sidewalks to be constructed: 5 or 6 feet

Are sidewalks to be constructed only on one side of street? Yes ? No____

Are sidewalks to be constructed on both sides of street? Yes____? No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes X No____

Is utility strip required? Yes X No____; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes____ No____ B St.-yes South St.-no W. Center St.-no

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: 3 feet

To be constructed by City? Yes____ No X

To be constructed as part of project? Yes X No____ (if required)

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes x No ___ (If yes, please include copy of ordinance.)

Remarks See attached copy driveway Ordinance No. 400

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? Portland General Electric Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? Valley Telephone Co.

Railroad tracks? Yes ___ No no

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No x

Clearing? Yes ____ No x

Base rock? Yes ____ No x

Concrete curbs? Yes ____ No x

Driveways? Yes ____ No x

Remarks Lower water and sewer as may be required

GENERAL INFORMATION:

Are city finances available? Yes x No ____

When available? Date 70-71 Budget

Has city established grade on street? Yes ____ No ____ B St.-yes
(If yes, please include copy of data.) B St. print of city preliminary survey enc.

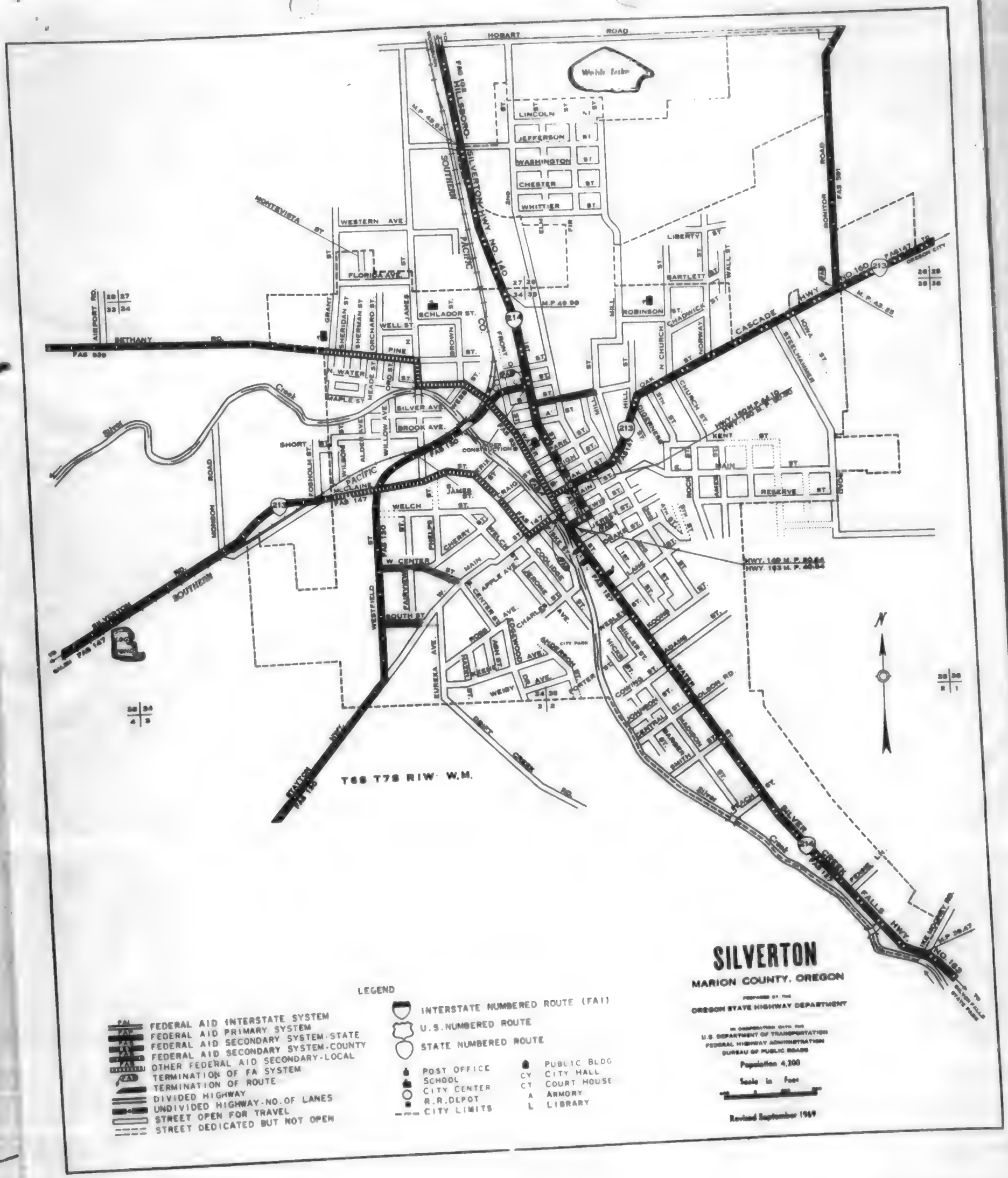
Please indicate site for disposal of excess excavated material: _____

General remarks: _____

By Lowell Brown
Lowell Brown, Jr., Mayor

By _____
City Recorder or City Manager

By R. E. Bolland
City Engineer


HOBART ROAD
SILVERTON-HWY. NO. 140
SOUTHERN PACIFIC CO.
LINCOLN ST.
JEFFERSON ST.
WASHINGTON ST.
CHESTER ST.
WHITTIER ST.
WESTERN AVE.
MONTEVISTA ST.
FLORIDA AVE.
SCHLADOR ST.
BETHANY RD.
FAS 539
AIRPORT RD.
GRANT ST.
SHERIDAN ST.
SHERMAN ST.
ORCHARD ST.
JAMES ST.
WELL ST.
PINE ST.
BROWN ST.
WATER ST.
MAPLE ST.
MEADE ST.
ORD ST.
SILVER AVE.
BROOK AVE.
WEBB ST.
SHORT ST.
FOSHOLM ST.
WILSON ST.
ALDER AVE.
WILLOW AVE.
MORRISON ROAD
PACIFIC HWY.
McCLAINE
FAS 147
FAS 130
WELCH ST.
W. CENTER ST.
MAIN ST.
CHERRY ST.
PHILIPS ST.
WESTFIELD ST.
SOUTH ST.
FAIRVIEW ST.
EUREKA AVE.
APPLE AVE.
JEROME ST.
COOLIDGE ST.
CHARLOTTE AVE.
ROSEWOOD AVE.
CITY PARK
MORRISON ST.
POTTER ST.
WEBBY ST.
OAK AVE.
ASH ST.
ELM ST.
FIR ST.
LIBERTY ST.
BARTLETT ST.
ROBINSON ST.
CHADWICK ST.
NORWAY ST.
HILL ST.
WALL ST.
MONITOR ROAD
FAS 591
CASCADE HWY
NO. 160
FAS 147
OREGON CITY
IOWA ST.
STEELHAMMER ST.
CHURCH ST.
N CHURCH ST.
OAK ST.
KENT ST.
MAIN ST.
RESERVE ST.
ROCK ROAD
JAMES ST.
ASH ST.
FRONT ST.
HIGH ST.
PARK ST.
WATER ST.
HWY. 140 M. P. 39.64
HWY. 183 M. P. 40.54
MILLER ST.
NICOLL ST.
COLVIG ST.
JOHNSON ST.
CENTRAL ST.
HARRIS ST.
SMITH ST.
WATER GLEN RD.
SILVER CREEK FALLS HWY.
NO. 213
SILVER FALLS STATE PARK
DAYTON HWY.
FAS 130
T6S T7S R1W W.M.
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SILVERTON
MARION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,200
Scale in Feet
Revised September 1969

S-586(1) O. L. and W. Canal (Power line Rd.) Bridge Section, of FAS 947 in Umatilla 1971

#7607

CIA 4199 - 5/5/71

STATE COPY

RECEIVED
DEC 28 1972

12-19-72

FILING

cc: OSHD (A E Johnson)
Region
Wash DC

FORM P.R. 331C (Revised)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7607

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE

TITLE Programing Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY
R. A. Nichols, Area Engineer

IN COMPANY WITH
P. E. O'Neil, Asst Area Engineer, FHWA.

CONTRACTOR'S NAME
Ray Construction Co. & John Horner

STATE: Oregon — REGION NO.: 10

COUNTY: Umatilla

PROJECT NO.: S-586(1)

DATE OF INSPECTION: January 25, 1971

CONTRACT AMOUNT: $ 27,767

NOTED
A. E. JOHNSON

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

1 Structure, Prestressed Concrete Slab, Length 45 Feet, Width 32 Feet.

The project work consisted of constructing a 45' precast pre-stressed PCC slab bridge over the OL&W Canal on FAS Route 947. The bridge was also located on a roadway constructed on a new alignment by the County.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
			X080	0.009

COPY SENT

REMARKS: The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.

DEC 21 1972

REGIONAL OFFICE

Cl. Bridge 12-22-72

OL&W CANAL (POWER LINE RD.) BRIDGE
FAS 586(1)

The contract was awarded on July 21, 1971 and completed on October 18, 1971 with exception of the guardrail. This item was completed soon after the County completed their phase of the work sufficiently. The contractor used 78 calendar days of the 90 allowed.

The final cost of the contract items was $27,875, $108 or 0.4% over the bid amount. There were no large deviations from the contract quantities.

The work was performed by the County was completed satisfactorily prior to the inspection date.

12-22-72 Johnson Approved

RECEIVED
DEC 22 '72
BY R3+E&R

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE

R. A. Nichols

TITLE Area Engineer

DATE

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE G. L. Green

G. L. Green

TITLE Division Engineer

DATE 12-19-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
FOR FILING

7607

March 20, 1972

American States
342 North Meridian Street
Indianapolis, Indiana 46206

Gentlemen:

On February 14, 1972, we wrote to you concerning release of final payment on Contract No. 7607 awarded to Ray Construction Company and John Horner for the O.L. & M. Canal (Power Line Road) Bridge Section of BRS 947 in Umatilla County.

Final payment on this contract is $1,388.33 and the total contract amount is $28,366.74. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

kl

cc Ray Construction Company
and John Horner
760 East Ridgeway
Hermiston, Oregon 97838

bc F. D. Morgan
Walt Hart
V. K. Skoog
Attn: John Kerr
W. E. Schwartz

RECEIVED
FEB 14 19?2
FOR FILING

S-5-86(1)
7607

February 11, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 18, 1971 on Contract No. 7607. The contract was with Ray Construction Co. and John Horner and was for a structure on the O. L. & W. Canal (Power Line Road) Bridge Section of the FAS 947 Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 10, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours.

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
G. H. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
W. E. Schwartz

VG:alc

S-586(1)
7607

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: O. L. & W. Canal (Power Line Rd.)Bridge	WEEK ENDING: November 13, 1971
	HIGHWAY: FAS Route 947	SECTION PREFIX: 530-1017
		COUNTY: Umatilla
NAME OF JOB: O. L. & W. Canal(Power Line Rd)Br.	KIND OF WORK: Bridge Construction	
CONTRACTOR: Ray Construction Co. & John Horner	CONTRACT NUMBER: 7607	FEDERAL AID PROJECT NUMBER: S - 586(1)
DATE OF CONTRACT: July 21, 1971	DATE WORK STARTED: August 10, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 31,793.21	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 29,016.51	ENGINEERING AUTHORIZATION $ 2,776.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING COST TO DATE $ 2,785.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 100.3 %	DATE PROJECT WAS COMPLETED: 10-18-71

No engineering charges

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10,23-A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Boehma
Johnson

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NOV 15 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
11-8 MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 10 - 15 - 71.

SIGNED H. N. Van Cleave LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 3 - 1971
FOR FILING

S-586(1)

7607

July 30, 1971

Ray Construction Company
and John Horner
760 E. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7607 for the
O. L. & W. Canal Bridge on
Power Line Road of FAS 947
in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

bc F. D. Morgan
I. D. Marchant
H. S. Coulter
H. Van Cleave

American States Insurance Co.
7107 Woodlawn Avenue, NE
Seattle, Washington 98115
Attn: Surety Dept.

STATE COPY

8

MONTHLY TRANSACTION NUMBER 5-117	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Umatilla
MODIFICATION NUMBER 1	5-23-74 (PPM 21-7)	PROJECT NUMBER S-586(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 30, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 31,793.00	$ 32,000.33
Federal Funds	$ 20,204.00	$ 20,322.10
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 1974.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
for G. L. GREEN (Division Engineer)
Division Engineer

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-5		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	7-30-71	Umatilla
		PROJECT NO. S-586(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. (FAS 947) Adjacent to S. City Limits of Umatilla

"O.L. & W. Canal (Power Line Road) Bridge"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-29-71	0.009
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 31,793.00	$ 20,204.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By D. K. Loobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By A. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 30 1971

Oregon State Highway Division

Federal-Aid
Project No. S-586(1)

O. L. & W. CANAL (POWER LINE RD.) BRIDGE SECTION

FAS 947, UMATILLA COUNTY

Salem, Oregon July 26, 1971

Project Agreement Estimate

Type Code X080
Power Line Road Bridge #10423A (Sta. 19+04 to Sta. 19+49.5)

Temporary Protection and Direction of Traffic	All Required		$ 300.00
Shoring, Cribbing, Etc.	" "		400.00
Structure Excavation	120 cu. yd.	6.00	720.00
Structure Excavation below Elevation shown	10 cu. yd.	10.00	100.00
Class A Concrete (50 cu. yd.)	All Required		4,400.00
4' x 45'/50' Prestressed Slab	10 only	1,412.55	14,125.50
Reinforcement (3,300 lbs.)	All Required		240.00
Metal Rail in Place	56 lin. ft.	15.00	840.00
Metal Rail in Stockpile	56 lin. ft.	14.00	784.00
Pedestrian Handrail	45 lin. ft.	24.00	1,080.00
Guard Rail, Type 2A in Stockpile	375 lin. ft.	12.50	4,687.50
Extra for Guardrail Bridge Connection	2 only	45.00	90.00
		Subtotal	$27,767.00
		Engr. and Cont.	4,026.00
		Total	$31,793.00

Length of Structure 0.009 mile

Federal Funds	$ 20,204.00
State Funds	5,794.50
County Funds	5,794.50
Total	$ 31,793.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7607

Prefix - 530-1017

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JUL 21 1971
FOR FILING

S-586(1)

7607

bc I. D. Morgan
I. D. Merchant
H. S. Coulter
H. Van Cleave
William Geibel (SAIF)

July 21, 1971

Ray Construction Company
and John Horner
760 E. Ridgeway
Hermiston, Oregon 97838

Gentlemen:

The State Highway Commission on June 28, 197.. accepted your proposal for the O. L. & W. Canal (Power Line Road) Bridge Section of FAS 947 in Umatilla County for the sum of $27,767 and referred it to the State Highway Engineer with authority to award the contract as soon as Umatilla County approved the project and deposited $6,400.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7607.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 2, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
JUN 10 1971
FOR FILING
S-586(1)
7607

May 5, 1971

City of Umatilla
City Hall
Umatilla, Oregon 97882

MISC. CONTRACTS and AGREEMENTS No. 4129

Attention: Mrs. Ingrid Durfee
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Umatilla, Umatilla County and the Oregon State Highway Commission concerning construction of a bridge over the Oregon Land and Water Company Canal on FAS 947.

A fully executed copy is being sent to Umatilla County and the same has been retained for the Commission's files.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

jc
Attachment
bc: H. S. Cox

TRANSACTION NUMBER 5-12 AND 5-13

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-29-71

BY (Signature): MR. YOUNG'S APRIL 23, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1056 THRU 1057

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1056	S-586(1)	0.009	40,000	25,400	O.L.& W. CANAL (POWER LINE ROAD) BRIDGE.	1 STRUCTURE WITH APPROACH GUARDRAIL.
1057	S-587(1)	0.03	125,000	79,000	STATE DITCH (BOOTH LANE) BRIDGE	1 STRUCTURE WITH APPROACH GUARDRAIL.

REFERRED TO
cy Young 5-4-71
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED TOM EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-29-71	R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

DEPARTMENT FILING
S-586(1)
1607
4-29-71

RECEIVED
APR 28 1971
FOR FILING

S-596(1)
7607

April 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Secondary Projects, Item Nos. 1056 and 1057, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing copies of State Clearinghouse approval for each project and District 12 and District 13 Clearinghouse approval for Items 1056 and 1057 respectively.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-23-71

FEDERAL-AID PRO

(PPM 21-

CARD 2

REPORT NUMBER: 1 (19)–(20)

PROJECT LOCATION (45 typewriter spaces): Co.Rd. Adjacent to S. City Limits of Umatilla (21–65)

ADT | PRESENT: 250 | FUTURE: 450 (66)–(70) | YEAR: 91 (71)–(72)

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge (28–62)

NATL. FOREST (63)–(65) | FH ROUTE NO. (66)–(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)–(73) | PL. AUTHY (74)–(75)

CARD 4

CLASS OF FEDERAL FUNDS: Secondary

COUNTY NAME

NAME OF URBAN AREA (17-31)

ROUTE NO. S | FEDERAL-AID 947

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					PE		Co.Rd. Adjacent to S. City Limits of Umatilla			
5					ROW		"O.L. & W. Canal (Power Line Road) Bridge"			
5					CONST (CODE) X080			0.009	40,000	25,400
							PROJECT TOTALS	0.009	40,000	25,400

(16)–(23) (24)–(33)

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ERAL-AID PROGRAM DATA

(PPM 21-1)

TURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
450 (70)	91 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1056 (14) (18)

ERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI.	DESIG.
(73)	(74) (78)	S- 14 23	586(1) 7 13		(24) (26)	27

TY NAME: Umatilla — CODE 059 (15) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

TE S	FEDERAL-AID	STATE	U.S.
	947 (32)	Co.Rd. (36) (37)	(41)

IMATED PROJECT COST BY PHASES			CHARACTER OF PROPOSED WORK (Full description)
FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(76)			One prestressed conc. slab bridge, length 45', H.C. 32' with 4.5' sidewalk upstream; install 600' of approach guard rail (150' R & L each end of str.)
			ROW-60' normal; Access Control-none; Park. Restrictions-none.
25,400	7,300	7,300 (County)	
25,400	7,300	7,300 (County)	

4) (33) REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

O. L. & W. CANAL (POWER LINE ROAD) BRIDGE
Project S-586(1)

Existing Facility:

Concrete structure, length 20', H.C. 18', over O. L. & W. canal.

Adjacent Sections:

18' Bituminous surface roadway with 4' shoulders.

Project Data:

Construct on improved (new) alignment a prestressed concrete slab bridge with one 4 1/2' sidewalk and install roadway approach guard rail each end of structure for 150' right and left at shoulder edge (600' in all).

County will construct road approaches and place wearing surface on roadway and bridge.

Exceptions to Minimum Design Standards: None.

Right of Way: 60' Normal.

Access Control: None.

Parking Restrictions: None.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Public Hearing:

Opportunity to request a hearing offered on January 21, 1971 and January 28, 1971. There were no requests received.

Relocation Assistance Payment:

County will pay for all right of way including incidental costs.

Clearinghouse Approval:

a. State approved on 9/15/70.
b. District 12 approved on 9/29/70.

Social, economic and environmental effects have been considered and "Negative Environmental Statement" concurred in as of April 2, 1971.

Location/Design Approved: April 15, 1971.

Certification required under the provision of Section 128 "Public Hearings" of Title 23 USC, with documentation, is in the Highway Division Project files in accordance with the Secondary Road Plan.

Control of Utilities:

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

LOCATION - DESIGN APPROVAL

COUNTY: UMATILLA

SECTION: O.L.& W. Canal Bridge

FAS NO.: 947

ROAD NAME: Power Line Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 45 feet long and 32 feet wide on revised alignment over the Oregon Land and Water Canal, and install guardrail on approaches. County will construct approximately 1,500 feet of roadway.

ESTIMATED COST: $40,000

HIGHWAY COMMISSION APPROVAL: August 18, 1970

HEARING: No request received, no hearing necessary.

STATE CLEARINGHOUSE REVIEW: September 19, 1970

SECTION 204 REVIEW: None required

REMARKS: Negative Declaration endorsed April 2, 1971.

APPROVED: April 15, 1971 19 71

J. K. Klabo

Assistant State Highway Engineer

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Umatilla County Court, receiving no requests for a public hearing, having studied the engineering data, and having considered the socio-economic and environmental aspects, has requested the Oregon State Highway Division's approval of the O.L.& W. Canal Bridge.

The proposal consists of constructing a reinforced concrete bridge 45 feet long and 32 feet wide over the Oregon Land and Water Company Canal on Power Line Road in southwest Umatilla.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt

4/5/71

THE HERMISTON HERALD, Hermiston
UMATILLA SUN, Umatilla

RECEIVED
APR 5 - 1971
FOR FILING

FORM E-30 (REV. 10-69)

S-586(1)
7607

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 1, 1971

SUBJECT: O.L.& W. Canal Bridge Section
FAS 947, Umatilla County

Airport Road-Hilton Road Section
FAS 15-107, Jackson County

To: Mr. R. L. Porter
State Highway Engineer
BUILDING

Attached for your signature are certifications required by Section 128, Title 23 U.S.C., pursuant to your letter of March 24, 1971, to Mr. Simpson.

We have on file Affidavits of Publication and letters from Jackson and Umatilla Counties stating that no requests for public hearings were received regarding the subject projects.

If approved, will you please return a signed certification for each project to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

RHP:ljt

Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

NOTED
TOM EDWARDS

RECEIVED
APR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

MEMORANDUM TO THE FILE

Re: O.L.& W. Canal Bridge
Power Line Road, FAS 947
Umatilla County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the O.L. & W. Canal Bridge on Power Line Road, FAS 947, in Umatilla County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Umatilla County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By_____ Date_____

4/1/71
RHP:ljt

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APR 5 - 1971
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S-591(1)
7607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1971

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

Negative Environmental Impact Statements

B U I L D I N G

The following environmental impact statements in the form of negative declarations have been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects for the FAS-C projects involved:

1. Airport Road-Hilton Road Section of Biddle Road (FAS 15-107 in Jackson County)

2. O.L.& W. Canal Bridge on Power Line Road (FAS 947 in Umatilla County)

If you agree as to the adequacy of these declarations, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

R. W. Ellison

R. W. Ellison
Assistant Program and Planning Engineer

Attach.

RWE:ia

cc: L. H. Young
Frank L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

rec'd to Young 4-5-71

NOTED
F. B. KLABOE

RECEIVED
APR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

March 26, 1971

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This negative declaration is preceding our request for location and design approval for the O.L. & W. Canal Bridge on Power Line Road, FAS 947, in Umatilla County.

1. Location and Description of Project

The project is located in the southerly section of the City of Umatilla on Power Line Road, FAS 947.

The project consists of constructing a reinforced concrete bridge 45 feet long and 32 feet wide on revised alignment over the Oregon Land and Water Company Canal at an estimated cost of $40,000. Umatilla County will construct approximately 1,500 feet of roadway on new alignment to connect to the new structure without Federal funds.

2. Purpose of Project

Power Line Road is the principal county arterial running south from the City of Umatilla on the west side of the Umatilla River, and serves primarily as a farm-to-market, school bus and mail route. It also provides commuter service between Umatilla and the Ordnance Depot, and is the main haul route for farm produce being transported to processing plants.

The project is needed to replace an existing dangerously narrow bridge on extremely hazardous alignment, and having a high accident rate. The proposed structure will be placed on a new roadway alignment to be constructed by Umatilla County without Federal funds and will provide a safer and more convenient route for the traveling public.

3. Discussion of Environmental Impacts

The City of Umatilla has shown little growth or development in the past, particularly in the vicinity of the proposed project. There has been only minor residential build-up in the area, however, none of this development has occurred on property immediately adjacent to the project.

The proposed bridge will be a single span structure with the concrete abutments being placed in such a manner that the structure will create no adverse effects on the concrete-lined canal.

There will be no displacement of persons caused by the project.

There are no recreation areas, parks, or historical sites affected by the project.

There are no wildlife species or wildlife breeding, nesting or feeding grounds to be affected.

Because of the safety factors of the project, local and long distance travel will be benefited, transportation quality will be improved, and socio-economic, cultural, work, school, recreational, and religious opportunities will be enhanced.

Umatilla County afforded an opportunity for a public hearing; however, no one submitted a request for a hearing. The County did not hold a public hearing and consequently did not receive any statements of an environmental nature from an individual agency or an organization which might be affected.

4. Having considered all environmental factors, it has been determined that the project will offer no significant detriment to the existing character of the area and will have no substantial adverse effect on the environment and quality of human livability. It has further been concluded that the project will increase the quality of transportation and will further enhance the development and growth of the entire area.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Endorsement of State Highway Division

Concur_____
Asst. State Highway Engineer

Date_____

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OCT 5 1970

FOR FILING

S-586(1)
7607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
September 29, 1970

SUBJECT: District 12 Council of Governments meeting

To: Mr. H. S. Coulter
Regional Engineer
La Grande

A District 12 Council of Governments meeting was held at 1:30 P.M., September 25, 1970, in Arlington.

The only Highway Division business discussed was as follows:

Notice of Intent for E. Unit, Pendleton-Emigrant Hill, Old Oregon Trail, Umatilla County.

Notice of Intent, O. L. & W. Canal (Powerline) Bridge, Powerline Road, FAS-947, Umatilla County.

Notice of Intent, I-80N, Middle Fork Juniper Canyon, Bombing Range Road, FAS 829, Morrow County.

NOTED
A. E. JOHNSON

All were approved by the Council.

Robert C. Pool
District Engineer

RCP:db
CC: Mr. Al Johnson

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OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 5 - 1970

FOR FILING

S-5586(1)
7607

REFERRED TO
BY SECRETARY

COMMENTS AND RECOMMENDATIONS
OF THE

DISTRICT 12 COUNCIL OF GOVERNMENTS
UMATILLA COUNTY COURTHOUSE
PENDLETON, OREGON 97801

DATE: SEPTEMBER 29, 1970

TO: OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING
SALEM, OREGON 97310

10-2-70

THE FOLLOWING APPLICATION HAS BEEN REVIEWED BY THE DISTRICT 12 COUNCIL OF GOVERNMENTS:

APPLICANT AGENCY: OREGON STATE HIGHWAY DIVISION

ADDRESS: HIGHWAY BUILDING, SALEM, OREGON 97310

GEOGRAPHIC LOCATION OF PROJECT: ON POWERLINE ROAD AT THE O.I. & W. CANAL IN UMATILLA COUNTY, OREGON

COMMON PROGRAM NAME: FEDERAL AID SECONDARY (COUNTY)

PROJECT DESCRIPTION: ENGINEERING, ACQUISITION OF RIGHT-OF-WAY, STRUCTURE AND INCIDENTAL WORK TO REPLACE EXISTING BRIDGE.

COMMENTS AND RECOMMENDATIONS:

THE PROJECT IS ENDORSED BY THE COUNCIL OF GOVERNMENTS.

NOTED
E. E. ELLIS

NOTED
TOM EDWARDS

Kenneth W. Sweeney
AUTHORIZED REPRESENTATIVE
SECRETARY

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SEP 28 1970
FOR FILES

Edwards

EXECUTIVE DEPARTMENT

S-586(1)
7607

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

September 15, 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

JUNIPER FLAT SECTION
O.L.&W. CANAL (POWERLINE) BRIDGE
I-80N-MIDDLE FORK JUNIPER CANYON

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

9-21-70
dmg

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SEP 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1970
FOR FILE

9.10 70

PREFIX NO. 530-1493

5-586(1)

7607

LOCATION PROSPECTUS
O. L. & W. CANAL BRIDGE SECTION
POWER LINE ROAD, FAS 947
UMATILLA COUNTY

HIGHWAY: Power Line Road. Federal-aid Secondary No. 947.

TERMINI: Approximately 0.7 mile southerly of Columbia River Highway at Mile Point 181.46.

PROGRAM: FAS-C Project.

NARRATIVE: Prepare a vicinity map and plans, specifications and estimates for the construction of a new bridge on a revised alignment. Approaches, connections and existing structure removal work to be done by the County. The existing roadway and structure will act as the detour during the new construction.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

STRUCTURE: The new structure will have a 32-foot horizontal clearance.

ACCESS: No change.

AGREEMENTS: Routine FAS-C project.

September 10, 1970
Attachment

cc: Bureau of Public Roads (3)
R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)
H. S. Coulter (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
G. C. Wills

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SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

O.L.&W. CANAL BRIDGE

POWER LINE RD.

UMATILLA COUNTY

RECEIVED
AUG 21 1970
FOR FILING

S-586(1)
2607

- Phone 278-4568

August 20, 1970

District 12 Council of Governments
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Secondary (County) — O. L. &W. Canal (Powerline) Bridge
Powerline Road, FAS-947
Umatilla County

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

cc: R. E. Simpson, BPR
F. S. Klaboe
D. J. Barbee
D. H. Mosbarg
H. S. Cox
R. L. Gifford
R. M. Chase
R. C. Peel
H. S. Coulter

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

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AUG 21 1970
FOR FILING

S-586(1)

7607

- Phone 378-4568

August 20, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 12

Federal-Aid Secondary (County)

O. L. & W. Canal (Powerline) Bridge
Powerline Road, FAS-947
Umatilla County

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Mosbring
H. S. Cox
E. L. Gifford
R. N. Chase
R. C. Paul
H. S. Coulter

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: O. L. & W. Canal (Powerline) Bridge
Powerline Road, FAS-947
Umatilla County

August 20, 1970

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Twelve (12) — City --

County Umatilla — Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation — Original Application X

Agency Bureau of Public Roads — Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 60,000
Loan ..... Grant X

Local Applicant Share (Umatilla County)
(if any) $ 20,000

State Agency Share $ 25,000

Other (Specify) $ --

Total $ 105,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....

O.L.&W. CANAL BRIDGE

POWER LINE RD.

UMATILLA COUNTY

19-1123 Shevlin Camp Rd.-Silver Lake 1971
Sec., on Fremont Highway, SE of
#7608 Bend. (Paving)

S

OCT 3 - 1972

FOR FILE

7608

October 2, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On August 10, 1972, we wrote to you concerning release of final payment on Contract No. 7608 awarded to J. C. Compton Company for paving on the Chevlin Camp Road-Silver Lake Section of the Fremont Highway in Klamath and Lake Counties.

Final payment on this contract is $8,666.47 and the total contract amount is $782,044.05 including $8,538.47 for work performed under force account.

Very truly yours,

C. W. Hurd, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
cc J. C. Compton Co.
P. O. Box 66
Hubbardville, Oregon 97126

G. T. Keeney
Walt Hart
V. E. Skeen
Attn: W. L. Hanner
J. F. Putnam

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AUG 11 1972
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7608

DATE August 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7608 **Work Completed** May 23, 1972

Project Shevlin Camp Road - Silver Lake

Highway Fremont **Counties** Klamath and Lake

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date August 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

'760'

FM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shevlin Camp road-Silver Lake		WEEK ENDING: July 1, 1972
		SECTION PREFIX: 19-1123
HIGHWAY: Fremont		COUNTY: Klamath & Lake
NAME OF JOB: Shevlin Camp Road-Silver Lake	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 76o8	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1971	DATE WORK STARTED: July 2, 1971	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 130/300	WORK DAYS USED / CALENDAR DAYS USED 120/214
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92/71
PROJECT AUTHORIZATION: $ 931,312.90		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 857,464.30	ENGINEERING AUTHORIZATION $ 73,848.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 835,795.00	ENGINEERING COST TO DATE $ 47,367.00 This week 999.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.5 %	PERCENT OF AUTHORIZATION 64 %	DATE PROJECT WAS COMPLETED: A-Nov. 20. 1971 B-May 23, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					31.3
MILES PARTIALLY COMPLETED					31.3
MILES COMPLETED					31.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)					74,700
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					A-Complete B-Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey — Pease

Bond — Glenn

Walker — Litchfield

Johnsen — Berg

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JUL 3 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Submitted to Region office on Friday

* FINAL REPORT *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

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MAR 31 1972

FORM E-20

FOR FILING

7608

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1972

SUBJECT: Asphaltic Concrete
Shevlin Camp Road-Silver Lake Section
Contract No. 7608

To:

Mr. J. F. Burham
Regional Engineer
State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Under date of March 15, 1972, I wrote to you requesting that an experimental section of the subject project be set up using 120-150 asphalt instead of the 60-70 as specified.

After further discussion with Mr. Johnson and Mr. Hunter, we would now like to do all the remaining portion of this project, approximately 14 miles, using the lighter grade, 120-150 penetration asphalt.

Hease arrange to do this and mark the ends of the section with permanent type signing so that it can be identified and observed over the next several years.

F. D. Morgan
Construction Engineer

By C. T. Keasey
C. T. Keasey
Field Construction Engineer

NOTED
A. E. JOHNSON

CTK:fw

cc: A. E. Johnson
E. S. Hunter
R. N. Bothman
J. E. Wilson

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Asphaltic Concrete
Shevlin Camp Road-Silver Lake
Contract No. 7608

To:

Mr. J. F. Putnam
Regional Engineer
State Highway Divisinn
P. O. Box 1249
Bend, Oregon 97701

NOTED
A. E. JOHNSON

As I indicated to you this morning, we have discussed the proposal to try an experimental section on the subject project using lighter penetration asphalt.

Please set up a section, preferably 3 to 4 miles of the remaining portion of the project using 120-150 penetration asphalt instead of the 60-70 grade specified. If this works satisfactorily, you might also try a shorter section, say one mile more or less, using 200-300 penetration asphalt.

These sections should be marked adequately so that they may be observed over the next several years.

It will be interesting to see the results of this test section.

F. D. Morgan
Construction Engineer

By C. T. Keasey

C. T. Keasey
Field Construction Engineer

CTK:fw

cc: A. E. Johnson
J. E. Wilson

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1971

19-1122
1608

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1971

SUBJECT:

To:

J. F. Putnam
Region Engineer
P. O. Box 1249
Bend, Oregon 97701

Asphalt Concrete; Shevlin
Camp Road-Silver Lake
Section; Contract #7608

Since our discussion concerning the use of higher penetration grade asphalt in a portion of subject project paving, we have completed mix design tests #987458 using 120-150 and 200-300 grade asphalt. Test results indicate that satisfactory asphalt-aggregate adhesion is obtained with softer grades of asphalt. Therefore, we recommend that a three or four mile test section be paved with both lifts constructed using 120-150 grade and a second section using 200-300.

Several reports have been published by Canadian and Northern U. S. agencies which conclude that the use of high pen asphalt reduces or eliminates pavement thermal cracking. Montana requires the use of 120-150 pen asphalt for paving in all areas of extreme or rapid temperature change. Since we also have thermal crack problems in certain geographical areas, we could certainly benefit from a pavement performance study of test sections paved with softer grades of asphalt. It is recommended that 120-150 grade be used on the first test section on subject project in order to observe the asphalt absorption rate. If asphalt absorption is too great, a 200-300 grade section may not be advisable with the cinder aggregate.

The use of lower pen asphalt, 60-70 grade, has been required on considerable paving during recent years. In many cases a hard aspahlt is necessary to obtain satisfactory asphalt-aggregate adhesion or stripping resistance. Asphalt paving mixtures with hard asphalt also have a high stiffness modulus which results in reduced pavement deflection from traffic loadings. However, structural thickness deficiencies on many of our overlay projects are such that pavement deflections will be high regardless of pavement stiffness. Therefore, it is best to construct these overlays with pavements of higher flexibility using softer grade asphalt. We feel that most of our pavement thermal cracking is also associated with high pavement deflection.

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN C. JENKINS
Engineer of Materials & Research

by

NOTED
E. S. HUNTER

James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: A. E. Johnson
E. S. Hunter
SP 987458-756 F. D. Morgan
R. H. Clark

Form E-80—6M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 987458
Data Sheet No. A62854 - 5
Prefix 19-1123
Amount charge $132.00
Dept. invoice No.
Date received Oct. 7, 1971
Date reported Nov. 8, 1971

AASHO T-165

Project Shevlin Camp Road - Silver Lake
Highway Fremont
Contractor J. C. Compton Co. No. 7608
Submitted by R. H. Clark
Source of material Cinder Pit West of M.P. 33.4
Sampled or inspected at Stockpile To be used Modified Class 'C' A/C
Sampled or inspected by Quantity represented

Effect of Water on Cohesion of Compacted Bituminous Mixtures:

Asphalt Content (%) Chevron 120/150	-	8.0	-	10.0	-	12.0
Unconfined Compressive Str. (Dry - Psi)	-	452	-	455	-	384
Unconfined Compressive Str. (Wet - Psi)	-	239	-	317	-	340
Index of Retained Strength (%)	-	53	-	70	-	89

Asphalt Content (%) Chevron 200/300	-	8.0	-	10.0	-	12.0
Unconfined Compressive Str. (Dry - Psi)	-	310	-	287	-	299
Unconfined Compressive Str. (Wet - Psi)	-	155	-	233	-	247
Index of Retained Strength (%)	-	50	-	81	-	83

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Putnam
- X 0 Resident Engineer Clark
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X J. C. Compton Co.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Leslie C. Jacobsen

RECEIVED
AUG 11 1971

17-1123
7608

Salem, Oregon
August 10, 1971

Contract #1008

F. D. Morgan
Construction Engineer

BUILDING

At the request of Mr. Johnson, I have in his absence signed Order for State Force Work No. 1 on the Shevlin Camp Road - Silver Lake Section of the Fremont Highway, in the amount of $10,000. This order is for State forces to haul and place material for widening of existing shoulders prior to placement of asphaltic overlay material.

This authorization is for State Force work which is to be done within the project authorization of $931,312.90. The money is to control the extent of the job and all work necessary for completion is to be done within the authorization.

E. S. Hunter
Assistant State Highway Engineer

ESH:ms
cc A. E. Johnson
R. H. Bothman
J. F. Putnam

RECEIVED
AUG 3 - 1971
FOR FILING

19-1123
7608

August 2, 1971

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7608 for paving on the Shevlin Camp Road-Silver Lake Section of the Fremont Highway in Klamath and Lake Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Travelers Indemnity Co.
700 Main St.
Hartford, Connecticut 06106
F. D. Morgan
I. D. Merchant
J. F. Putnam
R. M. Clark

RECEIVED
JUL 13 1971
FOR FILING

19-1123
7608

July 13, 1971

J. C. Compton Company
P. O. Box 86
Hollisterville, Oregon 97128

Gentlemen:

Enclosed are three copies of Contract No. 7608 for $817,040 awarded to you by the State Highway Commission on June 28, 1971, for paving on the Sherlin Camp Road-Silver Lake Section of the Fremont Highway in Klamath and Lake Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday counts on this contract will begin July 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
JUN 21 1971
FOR FILING
19-1123
7608

June 18, 1971

Oregon State Highway Commission

Yellow Count Rec'd

Gentlemen:

On May 20, we recommended that the Hay Creek Bridge on The Dalles-California Highway in Jefferson County be reconstructed because of a bad deck condition.

The pressing need for funds to overlay the Shevlin Camp Road-Silver Lake Section of the Fremont Highway should take precedence and I recommend, therefore, that the Hay Creek Bridge not be reconstructed at this time.

The Maintenance operation can retain this bridge in a safe structural condition without excessive expenditure of funds for at least another two years.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
V. D. Wolfe
F. B. Klaboe
E. S. Hunter
R. N. Bothman
Ivan Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

TE:ja sr

RECEIVED
JUN 7 - 1971
FOR FILING
19-1123
7608

June 4, 1971

Oregon State Highway Commission

Gentlemen:

A section of the Fremont Highway between Shevlin Camp Road and Silver Lake in Klamath and Lake Counties is in need of reinforcement to prevent more serious damage to the existing pavement.

The estimated cost for resurfacing this 31.3-mile section is $1,100,000. I recommend this project, under our current State Construction Program, to be let as soon as possible to prevent further deterioration due to accelerated log hauling traffic. Right-of-way will not be required.

Chairman Jackson gave telephonic approval of this action on June 4.

This matter will be on the agenda for your confirmation at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
D. H. Moehring
V. E. Skoog
J. F. Putnam
BLG:ald fn

S-448(2) 3rd St.-7th St. (Harrisburg) 1971
Sec., of FAS 733
#7609 (Grading & paving)

RR-710 - ~~5-16-72~~ 6-7-71
CIA-4228 - 6-14-71
RR-719 - 5-16-72

Form 81-734-1068

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by
Administrator & State Hwy. Engr.
Oregon State Highway Division
State Highway Building
Salem, OR 97310

This Space for Use of Accounting
FAS 773
Linn
Contract 7609
A-448(2)

Date 10-14-75

Invoice No.

P.O. No.

Transfer SCA funds per agreement attached.

Third St.-Seventh St. (Harrisburg) FAS 773
Linn County

Lump Sum $25,000.00

Charge: 322-1725-900(49)

sp. number for each project

SCA = n/c 17

RECEIVED
COUNTY & CITY SECTION
OCT 14 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Linn Co
Harrisburg Sc

Salem, Oregon
October 6, 1975

Robert H. Prange
Rural Engineer

Mr. Vern Skoog

Att: Mr. Dick Hacek

Third St.-Seventh St. (Harrisburg) Sec
FAS 773
Linn County
Project #S-448(2)
Contract #7609

A copy of the tri-party agreement and a copy of the tabulation as approved by the Highway Commission on February 3, 1970 is attached.

Also attached is a copy of the ttemized statement of the final costs of these projects.

As you will note in the agreement and the tabulation, the County matching funds for the Federal funds are to be made up by the City of Harrisburg using SCA funds. So would you please make this transfer of $25,000 from SCA funds to State Highway funds.

This will coose the project.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

September 25, 1975

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attention Mr. Gordon Wallace
County Engineer

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

3rd Street-7th Street (Harrisburg) Section
FAS 773

In accordance with an agreement dated February 3, 1970 the amount of $5,045.03 is due the county. You will receive a refund in this amount.

Very truly yours,

Robert H. Prange
Rural Engineer

RHP:ljt

Enclosure

cc: Mayor Billy F. Morgan
City Hall
Harrisburg, OR 97446

☐ ENGR. ☐ ASST. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE:

County Linn Contract No. 7609 Date Completed 11/4/71

FAS 773 Section Third St.-Seventh St. (Harrisburg) Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor	(Fed. Part.)	$ 79,882.80
RR costs		51,895.53
Engineering		12,593.23
	Total (Fed. Part.)	$144,371.56
Payments to Contractor	(Non Part.)	$ 224.00
Guardrail	(Non Part.)	80.88
Utilities		13.31
Engineering	(Non Part.)	194.77
		512.96

Total cost of project	$144,884.52
Federal Funds collected	$ 91,892.50

Per agreement County's share of construction cost are:
1/2 ($144,371.56-$91,892.96+$194,96)+$318.19=$26,654.97

County's advance deposit	$ 31,700.00
(a combination of $25,000.00 SCA FUNDS, $6,700.00 City funds)	
County's share of consturction costs	26,654.97
To be refunded to County	$ 5,045.03

Reference: Billing Form cc 1527

TO DATE JOB COST SUMMARY

JULY 1975 PAGE 98

IPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
8-19-1		TOT P1				583,457.86
		TOT M1				1,291.67
		** JOB TOTALS **		**	**	584,749.53
S 733-HARRISBURG-3RD-7TH ST CONT NO 7609 & FA PROJ NOS S 448002 100						
	522 1038	201 Cont	00 P	1		79,992.00
	522 1038	201	00 M	1		2.4 00
	522 1038	205 R/R	03 P	1		2,0[illegible] 27CR
	522 1038	205	01 M	9		2,0[illegible].27
	522 1038	261 S-+St	00 M	1		[illegible] 88
	522 1038	205 Util	03 P	1		20,342.69
	522 1038	205	04 P	1		31,662.[illegible]
	522 1038	205	04 M	1		13.31
	522 1038	205 Struc	00 M	9	22 MICR	22 MICR [illegible] 27CR
	522 1038	205 Gov	00 M	9	22.41	22.41 91,892.50
	522 1038	205 Eng	00 P	1		12,161.97
	522 1038	205	00 M	1		194.77
	522 1038	915	00 P	1		431.26
		101	P1			142,337.29
		101	M1			512.50
		101	M9			2,0[illegible].27
		** JOB TOTALS **		**	**	144,884.52
SCOTTDALE TO IVER (GREENSBURG) BR CONT NO 7795 & FA PROJ NOS S 390004 100						
	522 1043	201	00 P	1		522,200.36
	522 1043	201	00 M	1		4,042.00
	522 1043	204	00 P	1		3,221.25CR
	522 1043	204	00 M	1		3,291.75
	522 1043	205	02 M	1		44.00
	522 1043	205	00 M	9	71CR	71CR 2,160.64CR
	522 1043	297	00 M	1		514,445.40CR
	522 1043	298	00 M	9	71	71 105,000.00
	522 1043	900	00 P	1		408,445.49
	522 1043	900	00 M	1		66,816.12
	522 1043	915	00 P	1	2.10	2.10 491.52
	522 1043	915	00 M	1		122.36

BURLINGTON NORTHERN

7609

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

May 25, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, P.E.

Re: Crossing Gate Installation
Harrisburg, 3rd, 7th & Territorial
Contract No. 7609, Project No. S-448(2).

Gentlemen:

We have now complied with your request of September 28, 1972, and replaced the black and white crossing gate arms on captioned project with crossing gate arms striped on both sides with 16-inch alternate diagonal reflectorized stripes of red and white. This installation was completed on May 18, 1973.

Very truly yours,

H. F. MOY
Director of Engineering

WVC/nrs

File: Harrisburg-4
AFE F 72-9

xc: R. L. Schroeder
L. E. George
C. O Frederickson
L H. Young
H. S. Cox
J. L Sullis
C. T. Keasey
K V. Topoz - PUC
G. L Green - FHWA

NOTE
NOTED
R. L. SCHROEDER

RECEIVED
MAY 29 1973
UTILITY UNIT

RECEIVED
MAY 30 1973
Office of
Assistant State Highway Engineer

NOTED
J. M. CARTWRIGHT

NOTED
J. E. CHIDSEY

5

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7609

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

September 28, 1972

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Crossing Gate Installation
3rd Street-7th Street (Harrisburg) Section
Territorial Street FAS 773
Linn County
Contract No. 7609
Project No. S-448(2)
Your File: Harrisburg - 4
A-37-1

Gentlemen:

Early in 1972 you completed the installation of crossing gates on the above captioned project. In accordance with standards then in effect, you installed black and white crossing gates on your crossing signals.

We have been advised by the Federal Highway Administration that black and white is no longer in accordance with the manual on Uniform Traffic Control Devices for Streets and Highways as adopted by the U.S. Department of Transportation in 1971. Section 4F-4 of this manual provides in part:

"The Railroad-Highway grade-crossing gate arms shall be striped on both sides with 16-inch alternate diagonal reflectorized stripes of red and white".

Before this project will be accepted by the Federal Highway Administration, the existing black and white gates must be replaced with red and white crossing gates in accordance with this standard.

The cost of making this change is fully reimbursable in accordance with PPM 30-3 and all supplements thereto.

Please proceed with this replacement as soon as possible.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
SEP 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

TWL:dl
cc: L. V. Topaz - PUC
G. L. Green - FHWA
R. L. Schroeder
L. E. George
L. H. Young
H. S. Cox
J. L. Sollis
C. T. Keasey
J. B. Boyd
J. W. Valentine
J. E. Chaney

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7609

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 6, 1972

City of Harrisburg
City Hall
Harrisburg, Oregon 97446

ATTENTION: Honorable Roy Rutherford
Mayor

Re: Power Line Conflict
3rd Street-7th Street (Harrisburg)
Section
Territorial Street - FAS 773
Linn County
Contract No. 7609
Project No. S-448(2)

Gentlemen:

As part of the construction of the above captioned section, crossing gates were installed at the Oregon Electric Railway Company grade crossing on 4th Street. The gate in the northeast quadrant, when in the up position, interferes with the Pacific Power and Light line which parallels Territorial Street and crosses the tracks at that point. Inasmuch as this is a conflict which is generated by the construction of the project, and the power lines occupy public road right of way, the utility must adjust the conflict at no cost to the City or the State.

The tri-party agreement among Linn County, the City of Harrisburg and the State, dated June 14, 1971, requires the city to cause utility lines occupying city streets to be relocated or reconstructed where necessary. We now request that you exercise your police power to cause the adjustment of this conflicting power line.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Linn County - Attn. Mr. R. Dalke
Burlington Northern Inc.
Attn: Mr. H. F. Moy
Pacific Power and Light Company
Attn: Mr. R. H. Sallee
Public Utility Commissioner
Attn: Mr. L. V. Topaz

F. B. Klaboe
L. I. Lindas
J. B. Boyd
J. E. Chaney
J. W. Valentine

F. B. KLABOE

JUL 3 1972

RECEIVED
JUL 11 1972
FOR FILING
7609

July 3, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $133.33 will be made to Wildish Construction Company on Contract No. 7609 for work on 3rd Street-7th Street in [illegible]urisburg on FAS 773 in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $89,106.90 including the post-final payment. Of the total, $1,911.75 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

dw

cc Wildish Construction Company
P. O. Box 1104
Eugene, Oregon 97401

bc C. T. Keaney
Walt Hart
V. E. Shoog
Attn: John Herr
J. B. Boyd

RECEIVED
MAY 22 1972
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7609

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 19, 1972

Burlington Northern Inc.
1101 N. W. Hoyt
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Adjustment of crossing Signals
3rd Street-7th Street (Harrisburg)
Section
Territorial Street
FAS 773
Linn County
Contract No. 7609
Project No. S-448(2)
Your File: Harrisburg - 4
A-37-1

NOTED
F. B. MABOE

Gentlemen:

Your letter dated May 8, 1972, to Mr. L. V. Topaz of the Oregon Public Utility Commissioner's office, prompts this letter from this office. You indicated in that letter that several changes must be made in the position of the crossing gates at this location so that they will adequately protect the traveling public. In line with that request, we arranged a meeting in the field and met with your Mr. M. B. Walker on May 12, 1972, along with representatives of the Public Utility Commissioner's office, Pacific Power and Light Company and the Oregon State Highway Division.

It was determined that to properly re-arrange the crossing signals to provide the protection for which they were designed, it will be necessary to move the crossing gate in the northeast quadrant approximately three feet toward Territorial Street, and the crossing gate in the southwest quadrant westerly approximately three feet farther from the tracks along Territorial Street. This adjustment should be made at railroad expense.

It was also agreed the Pacific Power and Light Company will adjust their distribution lines which parallel Territorial Street on the northerly side so that they will not conflict with the crossing gate in the up position. The crossing gate will then be lengthened so that it will extend to the center line of Territorial Street. Adjustment of the power lines will be at the expense of Pacific Power and Light Company.

It was also agreed the State would install a standard highway guardrail which will protect the signal in the northeast quadrant so that the signal will be protected from motor vehicles. The guardrail will be installed at State expense by State forces and must be in place before you adjust your signal.

It was also agreed that prior to your performing any of this adjustment work at this location, you would contact our Resident Engineer, Mr. J. E. Chaney, 1849 1/2 Garden Avenue, Eugene, Oregon 97403, telephone 686-7610. Had Mr. Chaney been contacted prior to your installing these facilities, this adjustment work presently to be undertaken would not have been necessary. Your cooperation in this regard in the future will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L. V. Topaz - PUC
Hal Peck - PP&L, Corvallis

F. B. Klaboe
A. E. Johnson
H. S. Cox
J. L. Sollis
V. E. Skoog
L. E. George
J. B. Boyd
J. E. Chaney
F. W. Sugnet

Note to Mr. Boyd: Please prepare and submit an order for State Force Work for the installation of the guardrail.

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1972
FOR FILING

MEMO TO THE FILE

NOTED
A. E. JOHNSON

May 18, 1972

7609

Re: Crossing Gate Installation
Territorial Street
Harrisburg

As the result of the letter from the Burlington Northern Inc., dated May 8, 1972, a copy of which is hereto attached, I arranged a meeting in the field with representatives of the Burlington Northern Inc., the Public Utility Commissioner's office and the State Highway Division to discuss what corrective measures might be taken at this location. At 10:00 AM on May 12, 1972, the following people met at the site to resolve the problem:

M. B. Walker, Signal Engineer, Burlington Northern Inc.
Hal Peck, Pacific Power and Light Company
L. V. Topaz, Assistant Commissioner, Rail-Air-Marine, PUC
D. J. Astle, Administrator, Rail Division, PUC
J. E. Chaney, Resident Engineer, Oregon State Highway Division
F. W. Sugnet, Regional Utility Engineer, Oregon State Highway Division
T. W. Litchfield, Railroad and Utility Engineer, Oregon State Highway Division

The problem arose as the result of the railroad placing the two gates in the wrong position. The gate in the northeasterly quadrant is placed beneath the Pacific Power and Light lines farther than necessary from the highway pavement. The gate in the southwest quadrant was placed too close to the curb return and is in danger of being hit by a truck making a right turn from Territorial onto 4th Street.

After examining the condition in the field, it was decided as follows: the crossing gate in the northeast quadrant will be moved approximately three feet south toward the highway pavement. The Pacific Power and Light Company will re-arrange their wires in such a way that the gate in the up position will not interfere with the power lines. The Highway Division will install standard highway guardrail to protect the crossing gate from vehicular traffic. The gate in the southwest quadrant will be moved west approximately three feet so that it will be properly protected by the curb return.

The sequence of work will be as follows:

1. The State will install 12 1/2 feet of guardrail which will be curved on a 20 foot radius in the position as agreed in the field. The face of the guardrail will line up with the face of the curbs easterly and westerly of the crossing and will curve northeasterly from the highway pavement on a 20 foot radius.

2. Pacific Power and Light Company will re-arrange their distribution line so that all the conductors will be on the northerly side of the poles. The lowest line which serves street lights, will be removed, and lights fed from east and west of the crossing.

3. Burlington Northern Inc. will adjust the signals back of the guardrail and back of the curb return as previously described.

The work by the Pacific Power and Light Company will be non-reimbursable. The work by Burlington Northern Inc. should be non-reimbursable, since it is the correction of an error made previously. The installation of the guardrail should be performed at State expense, and an order for State Force Work should be written to cover this work.

It was also noted that new crossbucks are necessary to protect the spur track at the crossing. This was brought to the railroad's attention. Advance warning signs are necessary at this crossing along with paving markings, and these should be installed by the County.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
A. E. Johnson
H. S. Cox
L. E. Goerge
J. L. Sollis
J. B. Boyd
J. E. Chaney
H. C. Johnson
F. W. Sugnet

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

May 8, 1972

Oregon Public Utility Commission
206 Public Service Building
Salem, Oregon 97316

Attention: Mr. Lon Topaz

Dear Mr. Topaz:

Automatic flashing light highway crossing signals with short arm gates were placed in service at Territorial Street, Harrisburg, Oregon, on May 4th, 1972.

At your convenience, will you review the location of the gate located on the southwest corner of the intersection. This gate was placed as closely as possible to the railroad however, the curvature of the curb precludes placing the gate any closer. Position of the gate leaves the signal exposed to overhang of turning vehicles and I feel that we should either relocate the gate further away from the nearest rail or have a guard rail installed so as to protect the signal.

I would appreciate your comments concerning this matter as to what should be done to resolve the situation.

The gate located at the northwest corner is directly below overhead power wires which have 32' clearances to the ground line. The center line of the gate is 7'1" to the face of the curb, the center line of the gate to the center line of the roadway is 29'1" and the height of the pivot of the gate arm to ground level is 5'7". If a gate of the length required to reach the centerline of the roadway, which would be 34'8", were installed, the overhead power wires will have to be relocated or raised to give a minimum of 6-foot clearance to the tip of the gate arm.

Routing

Kessey — Peace
Bond — Olsen
Walker — Litchfield
Johnsen — Berg

RECEIVED
MAY 10 1972
CONSTRUCTION SECTION

At the present, we have reduced the length of the above gate arm so that the tip fails to reach the centerline of the roadway by 5'6". This has allowed us to place the gate arm in service however, we have approximately 1-foot clearance between the tip of the arm and the lowest wire overhead, which is very undesirable for safety purposes therefore, I wish that you would review this matter and advise if you will arrange to have the overhead wires rearranged to give adequate clearance. If we are unable to secure additional clearance, I feel that we should further reduce the length of the gate arm so that we will be operating with at least 6' clearance to these overhead wires.

Very truly yours,

H. F. Moy
Regional Manager Engineering

MBW:pae

File: AFE F 71-13 417

cc: Mr. T. W. Litchfield
Railway and Utilities Engineer
Oregon State Highway Department
314 State Highway Building
Salem, Oregon 97301

RECEIVED
MAY 22 1972
FOR FILING

7609

files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1972

To: Mr. Floyd Query
Secretary
Oregon State Highway Commission
B U I L D I N G

SUBJECT: Construction Agreement
3rd Street-7th Street (Harrisburg)
Section
Territorial Street - FAS 773
Linn County
Contract No. 7609
Project No. S-448(2)

RAILROAD COMPANIES
FILE No. 779

Herewith you will find the State's counterpart of the agreement with the Oregon Electric Railway Company providing for the installation of crossing gates and the adjustment of their tracks which was required by the above captioned project.

All work has been completed which is called for in the agreement. It will be necessary for our Regional and Resident Engineers to approve the bill for work performed by the railway when it is received.

Please note future obligations set forth in Paragraphs VIII, IX and X.

Copies of the agreement are being distributed as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: A. E. Johnson
L. E. George w/agreement
R. N. Bothman "
V. E. Skoog "
H. S. Cox " (4)
L. H. Young "
J. B. Boyd "
J. E. Chaney "
F. W. Sugnet "

Fran ✓

5-22-72
noted in agreement
Book
fr

NOTED
FLOYD QUERY

BP 52478-734

RECEIVED
MAY 22 1972

STATE COPY

FORM PR-33C
(REV. 10-68)

FOR Ch. 10th (young) 5-15-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cat

Region
Wash DC

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7609

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon	REGION NO.: 10
SIGNATURE: R. D. Johnson	COUNTY: Linn
TITLE: Programing Engineer	PROJECT NO.: S-448(2)
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: J. R. Schultz, Area Engineer	DATE OF INSPECTION: 10/13/71
IN COMPANY WITH: *See below	
CONTRACTOR'S NAME: Wildish Construction Co.	CONTRACT AMOUNT: $89,349.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain, High Type Pavement.
Install Railroad Grade Crossing Signals.
2-12' Lanes, 10' Shoulders.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
6201	0.342	44	- -	- -

5-18-72
RECEIVED
By Beverly Smith

NOTED
TOM EDWARDS

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

*C. W. Wimer, Reg Const Engr, OSHD
J. E. Chaney, Res Engr, OSHD
Ron Busey, Asst Res Engr, OSHD
Leon Houston, City of Harrisburg
Dan Jensen, City of Harrisburg

COPY SENT
MAY 15 1972
REGIONAL OFFICE

FAS ROUTE 773
3rd St.-7th St. (Harrisburg)
Grading and Paving

This contract was awarded July 1, 1971. The work was started July 21 and completed November 4, 1971. The contractor used the time allowed which was 75 calendar work days.

NOTED
E. S. HUNTER

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by J. R. SCHULTZ J. R. Schultz		SIGNATURE: Original Signed by R. E. Simpson R. E. Simpson	
TITLE: Area Engineer	DATE: 5/11/72	TITLE: Division Engineer	DATE: 5/15/72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The final cost of the contract item work was $77,820.32 which is an underrun of 12.9 percent. Individual items varied within reasonable limits for small estimated quantities. The total cost, including engineering and contingencies, was $145,996.67 which is a 10.8 percent underrun.

Railroad signals and gates were not installed at the time of the final inspection. A followup inspection was made on May 9, 1972, and the installations were found to be completed. At the final inspection the City requested construction of steps and a manhole which was subsequently done under extra work order.

A copy of the State's materials certificate is on file.

RECEIVED
MAY 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1972
FOR FILING

7609

May 11, 1972

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $76.40 will be made to Wildish Construction Company on Contract No. 7609 for work on 3rd St.-7th St. Section in Harrisburg on FAS 773 in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $79,973.27 including the post-final payment. Of the total $1,911.75 is for force account.

Very truly yours,

Floyd Kenny, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

C. T. Kenney
Walt Kerr
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED
APR 12 1972
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7609

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

April 12, 1972

ATTENTION: Mr. H. F. Moy

Re: Construction Agreement
3rd Street-7th Street (Harrisburg)
Section
Territorial Street - FAS 773
Linn County
Contract No. 7609
Project No. S-448(2)
Your File: Harrisburg - 4
A - 37 - 1

Gentlemen:

Herewith you will find the fully executed duplicate counterparts of the construction agreement for the above captioned grade crossing, No. 3E-124.2, in Harrisburg which was submitted to us with your letter dated December 3, 1971.

These documents were executed by the Highway Commission at their meeting of April 4, 1972, and changes in Paragraphs VIII and IX, as agreed upon by our representatives, have been made in both counterparts. Please have these changes initialed by the appropriate official of your Company and return the State's counterpart to me.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit "C" and shown on Exhibit "A" as of September 1, 1971.

Please contact Mr. J. E. Chaney, Resident Engineer, 1849 1/2 Garden Avenue, Eugene, Oregon 97403, telephone 686-7610, at least three days prior to beginning installation of the signals so that this work can be inspected by State personnel.

NOTED
FLOYD QUERY

Reimbursement for the work performed on and subsequent to September 1, 1971, will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
H. S. Cox
J. L. Sollis
V. L. Gallagher w/Exhibits "A" & "C" (2)
V. E. Skoog " (1)
J. B. Boyd " (2)
J. E. Chaney " (1)
F. W. Sugnet

Note to Mr. Boyd: Please have an Order for State Force Work prepared and submitted for this work. Return one copy of Exhibits "A" & "C" with SFO.

RECEIVED
MAY 1 0 1972
FOR FILING
7609

Salem, Oregon
April 7, 1972

Agenda Item 5o
April 4 Commission meeting

Mr. C. T. Keasey
Construction Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 777

Attached are two fully executed copies of an agreement with Oregon Electric Railway Company covering installation of crossing gates, adjustment of a spur track and reballasting of the main-line track in Harrisburg.

We have retained a conformed copy of this agreement until you return one of the original signed copies.

Floyd Query, Secretary

fkm
Att.

RECEIVED
[illegible]
FOR FILING

7609

DATE March 20, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT **Railroad Agreement**
FAS 733, Linn County

On the agenda for the April 4 meeting will be an agreement with Burlington Northern covering the installation of crossing gates, adjustment of a spur track, and reballasting of the main-line track in Harrisburg. This was necessitated by a FAS-C improvement project, Contract No. 7609, completed November 4, 1971.

All of the street work was done under that contract on a permit-of-entry basis. The crossing protection is to be shared 90 percent by the public agencies, 10 percent by the Railroad. The crossing rehabilitation is to be shared on a 50-50 basis by the public agencies and the Railroad.

All of the above work is to be done by the Railroad with the public agencies' total share of the cost estimated to be $29,898. This is a FAS-C and the State's matching share is approximately 20 percent, or $5,980. Upon completion of the construction, the Railroad will maintain the signals at its own expense.

Your approval of the agreement is recommended.

bc Floyd Query - NOTE - Please initial the deletions in Paragraphs VIII and IX on pages 6 & 7 before returning the agreement to Litchfield for further handling.
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
T. W. Litchfield
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund

TWL:dl/ EE:ms

S-448(2)

FORM E-1 (REV. 12-68)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

REPORT NO. 29

NAME OF JOB: 3rd St.-7th St.(Harrisburg)	SECTION: 3rd St.-7th St.(Harrisburg)	WEEK ENDING: February 5, 1972
	HIGHWAY: FAS 773	SECTION PREFIX: 522-1038
		COUNTY: Linn
CONTRACTOR: Wildish Construction Company	KIND OF WORK: Grading and Paving	
DATE OF CONTRACT: July 1, 1971	CONTRACT NUMBER: 7609	FEDERAL AID PROJECT NUMBER: S-448(2)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	DATE WORK STARTED: July 21, 1971	ESTIMATED COMPLETION DATE: October 3, 1971
PROJECT AUTHORIZATION: $163,662.46	SPECIFIED WORK DAYS: Work	WORK DAYS USED: Work
EXCLUSIVE OF ENGINEERING: $150,684.82	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 75
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $133,933.07	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100.0%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 8.9 %	ENGINEERING AUTHORIZATION: $12,977.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Excluding R.R. Costs 100.0%
	This week: 0.00	
	ENGINEERING COST TO DATE: $12,014.07	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 76.8%
	PERCENT OF AUTHORIZATION: 92.6 %	DATE PROJECT WAS COMPLETED: November 4, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

LIME TRDT. Semi-Final was submitted 11-15-71 to Region Office

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	SUBCR.		
100.0%	100.0%	100.0%	100.0%	----------	100.0%	100.0%	100.0%

	GRADING	SURFACING		OIL	PAVING
MILES IN PROJECT	0.34	0.34	0.34	0.34	0.34
MILES PARTIALLY COMPLETED	0.34	0.34	0.34	0.34	0.34
MILES COMPLETED	0.34	0.34	0.34	0.34	0.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,400 C.Y.	7,250 ton	9,800 S.Y.	120 ton	1,830 ton
TOTAL QUANTITIES CORRECTED TO DATE	3,408.8	6,783.77	7,024 S.Y.	113.73	1,857.92
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,408.8	6,783.77	7,024 S.Y.	113.73	1,857.92
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~ITEM~~	Concrete Driveways	Concrete Curbs						
PERCENT	100.0%	100.0%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy	0		
MONDAY	Snow Flurries	0		
TUESDAY	Partly Cloudy	0		
WEDNESDAY	Partly Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Rain Showers	0		
SATURDAY		0		

Routing: Keasey, Bond, Walker, Johnsen, Pease, Glenn, Litchfield, Berg

RECEIVED
FEB 8 1972
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1-30-72 SUNDAY	No Activity
1-31-72 MONDAY	No Activity
2-1-72 TUESDAY	No Activity
2-2-72 WEDNESDAY	No Activity
2-3-72 THURSDAY	No Activity
2-4-72 FRIDAY	No Activity
2-5-72 SATURDAY	No Activity

REMARKS

Oregon Electric Railroad (Burlington) has yet to start on signals.

LAST WEEKLY REPORT until work starts on the signals.

SIGNED Ronald V. Busey LOCATION EUGENE
Ronald V. Busey, Asst. Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

GP-7316

RECEIVED
JAN 7 - 1972
FOR FILING

S-448(2)
7609

January 7, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 31, 1971, we wrote to you concerning release of final payment on Contract No. 7609 awarded to Wildish Construction Company for work on the 3rd St.-7th St. (Harrisburg) Section of HWY 773 in Linn County.

Final payment on this contract is $6,318 and the total contract amount is $79,894.87, including $1,911.73 for work performed under force account.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Berwin K. Allison
P. O. Box 1972
Eugene, Oregon 97401

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
JAN 3 - 1972
FOR FILING

S-448(2)
7609

December 30, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1971 on Contract No. 7609. The contract was with Wildish Construction Co. and was for grading and paving on the 3rd St.-7th St. (Harrisburg) Section of the FAS 773 Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 29, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. B. Boyd

VG:js

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
DEC 31 1971
FOR FILING

E-4-18 (a)

7609

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 28, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. SLEVIN
JAMES F. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK G. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Burlington Northern
1101 Northwest Hoyt Street
Portland, Oregon 97207

Attention: Mr. H. F. Moy
Regional Manager Engineering

Re: Construction Agreement
3rd Street - 7th Street (Harrisburg) Section
Territorial Street - FAS 773
Linn County
SXF 559

NOTED
E. E. KLASON

Dear Mr. Moy:

I have reviewed the proposed agreement regarding the above subject matter and have the following comments regarding the provisions of the contract.

My first comments are directed toward paragraph VII of the Agreement which states: "All contracts between the State and its contractors, shall require the contractors to protect the Railway and any other railroad company occupying or using the Railway's right of way or line of railroad against all loss, and damages, arising from activities of the contractors, their forces, or any of their subcontractors or agents;" The State of Oregon does not have any such provision in its contracts and has never used this type of provision. I am advised the Highway Division does not intend to incorporate this provision in its agreements. The insurance provisions in the Highway Division and railroad contracts are intended to fully protect the railroad and if you do not consider that the limits are high enough to fully protect the railroad then I would suggest that you negotiate a higher limit for the insurance. The Highway Division does not feel it can require its contractor to, in effect, hold the railroad harmless for all loss and damage and, therefore, I must advise you that this particular paragraph is not acceptable.

The next paragraph is paragraph VIII. The intent of the paragraph is that in the event of the passage of a law by the State of Oregon providing for a portion of the costs of maintenance of grade crossing signal that the railway shall have

advantage and benefit of the law regardless of when it is passed. I have been instructed to advise you that the following language in paragraph VIII is unacceptable to the Highway Division, "provided, however, that in the event of the passage of a law by the State of Oregon providing for the apportionment of cost of maintenance of grade crossing signals, the Railway shall have the advantage and benefit of such law."

The next paragraph is paragraph IX and I have been instructed by the Highway Division to advise you that the entire contents of this paragraph is unacceptable to the Highway Division. It is the position of the Highway Division that if the railroad desires to remain self-insured as regards the repair of any of its facilities, including signals, that the Highway Division cannot participate in the replacement costs of signals. The theory that the Highway Division is in some way responsible for damage to a signal because it is damaged by a driver on the highway is one that is not accepted in the field of law and one which the Highway Division totally rejects. The Highway Division cannot except responsibility for the torts of third parties.

As regards the second portion of said paragraph, relating to the replacement of signals because of obsolescence or other events that the cost of installation shall be negotiated on the basis of federal participation applicable at the time of replacement this is also unacceptable. By virtue of the new statutes enacted effecting the powers of the Public Utility Commissioner and the new rules and regulations which have been proposed. The replacement of existing signals will be required to be approved by the Public Utility Commissioner and he is a person who will then determine who will share what particular costs as regards replacement and maintenance. Again, I must advise you that the entire contents of paragraph IX is unacceptable to the State Highway Division.

Inasmuch as there appears to be a wide field of provisions in the contract that are unacceptable to the Highway Division, I would respectfully submit that a conference between, perhaps yourself, your legal staff, Mr. Litchfield and myself would be in order to attempt to resolve the differences of opinion.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
cc: Litchfield
F. B. Klaboe

OFFICERS
RECORDER-TREASURER
MUNICIPAL JUDGE
ALETA J. SIMMONS
SUPT. OF PUBLIC WORKS
LEON A. HUSTON
FIRE CHIEF,
JIM WATSON

RECEIVED
DEC 9 - 1971
FOR FILING

City of Harrisburg

HARRISBURG, ORE. 97446

MAYOR, ROY RUTHERFORD

COUNCILMEN
MAX SMITH
J. W. PARSON
B. F. MORGAN
BRUCE L. LARSON
MARTHA WOODS
DON C. JENSEN

December 2, 1971

S-4-18 (2)
1609

REGION 2 ENGINEER
RECEIVED
DEC 7 1971
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

522-1038

Re: 3rd St. - 7th St.
(Harrisburg)-Section
Territorial Road, FAS 773

James E. Chaney, Resident Engineer
Oregon State Highway Division
Department of Transportation
1848 1/2 Garden Avenue
Eugene, Oregon 97403

Dear Mr. Chaney:

Please be advised that the City of Harrisburg, a Municipal Corporation, is satisfied with the workmanship on the above named project as completed.

The City of Harrisburg will assume any further maintenance on said street.

Thank you for your cooperation on this project.

Sincerely,
Roy Rutherford
Roy Rutherford, Mayor

Enclosure

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
DEC 6 1971

NOTED
FLOYD OUERY

NOTED
RES | ASST | ASST | INSP | INSP | OM

Send copies to
Construction
Region 2

CC: Secretary ✓ w/attach
County-City "

December 2, 1971

Re: 3rd St. - 7th St.
(Harrisburg) Section
Territorial Road, FAS 773

Public Utility Commissioner of Oregon
Salem, Oregon

Dear Sir:

Please be advised that the City of Harrisburg, a Municipal Corporation, does hereby accept the Southern Pacific Railroad signal crossing as the project has been completed and is operating satisfactorily.

The City of Harrisburg desires to release the obligations of the Southern Pacific Railroad Company on the above named project in regard to the installation of crossing signals.

Sincerely,.

Roy Rutherford, Mayor

Attest:

Aleta J. Simmons, City Recorder

cc: James E. Chaney, Resident Eng.
Department of Transportation
Oregon Highway Division

Send copies to
Construction
Region 2

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
DEC 6 1971

RES	ASST	NOTED ASST	INSP	INSP	OM
EC	AB				

Harrisburg
SCA/FAS 773
Linn County

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

November 24, 1971

IN REPLY PLEASE REFER TO
GMO 75491
0-0-70-14

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

RECEIVED
COUNTY & CITY SECTION
NOV 29 1971
ENGR. COOR. OE AE UE
RPE CE RE RPE

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to agreement dated May 17, 1971, relative to the improvement of Territorial Street crossing C-665.1 Harrisburg, and to PUC Order No. 71-384.

This is to advise you that automatic gates were placed in service November 23, 1971 at this crossing.

Yours truly,

A W Kilborn

cc: Mrs. Aleta J. Simmons
Recorder-Treasurer
City of Harrisburg
Harrisburg, Oregon

Mr. Don A. Haakenson
Supervisor Transportation Services
Public Utility Commissioner
Salem, Oregon 97310

Attention: Mr. Lon Topaz
Transportation Specialist

COPIES TO: FB KLABOE
FD MORGAN
PB CRANDALL
HS COX
VE SKOOG
RN CHASE
BJB BOYD
JE CHANEY
FW SCONCE

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson
Peed
Swan
Clem
Litchfield
Collegnon
Stein

RECEIVED
NOV 29 1971
CONSTRUCTION
DIVISION

FAS 773
Linn Co

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

August 26, 1971

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Gentlemen:

Reference is made to the Territorial Street improvement project over Oregon Electric tracks at Harrisburg, Oregon, and more particularly to your letter to me of February 27, 1970 and PUC Order No. 71-384 dated July 9, 1971.

This is to confirm understanding reached in our telephone conversation yesterday that all costs for adjusting our track facilities in widening this crossing of our main line and spur track will be lumped together and divided 50% State, 50% Railway. Costs for automatic signal installation and flagging will be billed as separate items.

Very truly yours,

H. F. Moy
Regional Manager Engineering

RAO:jjj

File - 0358-4

RECEIVED
COUNTY & CITY SECTION
AUG 30 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

Routing
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Boehme
Johnsen
RECEIVED
AUG 30 1971
CONSTRUCTION DIVISION
Smith
Litchfield

Copies to: FD Klabuk
HS Cox
FL Hall
JB Boyd
JL Sollis
VE Skoog
JE Chaney
FW Sugnet
FD Morgan

8-30-71

RECEIVED
JUL 22 1971
FOR FILING

S-448(2)
7609

July 22, 1971

Ulrich Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7609 for work
on 3rd Street-7th Street
in the City of Harrisburg of
BAS 773 in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Marchant
J. B. Boyd
James E. Chaney

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
7-43	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Linn
PROJECT REPORT NO. 3	*(PPM 21-7)* 7-21-71	PROJECT NO. S-448(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. (FAS 773) US 99E (Harrisburg) E. to 7th St.
"3rd Street-7th Street (Harrisburg) Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-71	0.342
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 166,989.00	$ ~~106,188.00~~ 106,122.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By H. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 21 1971

Oregon State Highway Division

Federal Aid
Project No. S-448(2) Safety

3RD ST.-7TH ST. (HARRISBURG) SECTION OF

COUNTY FAS ROUTE 773 IN LINN COUNTY

Salem, Oregon, July 15, 1971

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 0+22 to Sta. 18+20)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Clearing and Grubbing	All Required		1,250.00
Removal of Structures & Obstructions	All Required		700.00
General Excavation	5,400 cu.yd.	1.50	8,100.00
Trench Excavation	170 cu.yd.	4.50	765.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	120 M-gal.	5.00	600.00
Coarse Aggregate Base	6,200 ton	2.85	17,670.00
3/4" - 0 Aggregate Base	1,050 ton	3.00	3,150.00
Lime Treated Subgrade	9,800 sq.yd.	0.44	4,312.00
Lime for Treated Subgrade	110 ton	50.00	5,500.00
Asphalt Concrete Mixture	1,830 ton	6.40	11,712.00
Asphalt Cement in Mixture	120 ton	40.00	4,800.00
24-inch Culvert Pipe	60 lin.ft.	11.00	660.00
8-inch Sewer Pipe	900 lin.ft.	4.20	3,780.00
10-inch Sewer Pipe	40 lin.ft.	4.75	190.00
12-inch Sewer Pipe	130 lin.ft.	7.00	910.00
21-inch Arch Type Pipe	400 lin.ft.	10.50	4,200.00
Extra for Pipe Under Railroad	30 lin.ft.	5.00	150.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type "G-1"	8 only	145.00	1,160.00
Concrete Inlets, Type "CG-1"	8 only	165.00	1,320.00
Concrete Inlets, Special	2 only	155.00	310.00
Concrete Driveways	1,200 sq.yd.	6.90	8,280.00
Concrete Curbs	100 cu.yd.	56.00	5,600.00
Extra for Asphalt Approaches	2 only	30.00	60.00
Adjusting Manholes	2 only	35.00	70.00
			$ 89,349.00

Flagging (60% of contractor's cost)	All Required	$ 500.00
Temporary Erosion Control	All Required	100.00
Railroad Protective Costs	All Required	2,000.00
Work by S.P.T. Co. (Widen X'ing)	All Required	3,170.00
		$ 5,770.00

	Subtotal	$ 95,119.00
	Engr. & Cont.	12,841.00
	Total	$107,960.00

Type Code Y-18 (Safety)
Railroad Grade Crossing Protective Device

Work by S.P.T. Co.	All Required	$ 32,008.00
Work by Burlington Northern (Ore. Elect. Ry.)	All Required	20,000.00
	Subtotal	$ 52,008.00
	Engr. & Cont.	7,021.00
	Total	$ 59,029.00

Length of Roadway (Grade and Pave) - - - - - - - -0.342 mile
Cost of Roadway per Mile - - - - - - - - - - - -$315,672.51

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds	County Funds	R.R. Funds
Roadway	$107,960.00	$ 68,60~~8~~.00	$19,67~~6~~.00	$19,67~~6~~.00	$ -
Safety	59,029.00	37,~~500~~.00	7,~~773~~.00	7,~~773~~.00	5,903.00
Total	$166,989.00	$106,~~100~~.00	$27,~~449~~.00	$27,~~449~~.00	$5,903.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Prefix: 522-1038
Contract No. 7609

3RD ST. - 7TH ST. (HARRISBURG) SECTION

PROJECT NO. S-448(2)

NONPARTICIPATING STATE WORK

Adjust Mail Boxes	All Required	$270.00

3RD ST. - 7TH ST. (HARRISBURG) SECTION

PROJECT NO. S-448(2)

OREGON ELECTRIC RAILROAD CO.

Railroad Protective Cost
Figure one Section Foreman for 1/4 month with headquarters at Fayetteville

Salary $774.82 per month	
774.82 x 1/4 =	$ 193.71
+35% Payroll additive =	67.80
Equipment Rental @$7.50/day	
5 days x 7.50 =	37.50
Total	$ 299.01

State will stand $300.00 R.R. Protective Cost.

SOUTHERN PACIFIC TRANSPORTATION CO.

Railroad Protective Cost
Figure one Engineer/Inspector for one month with headquarters at Portland

Salary $865.00 per month =	$ 865.00
+39% Payroll additive =	337.35
Total Salary	$1,202.35
Expenses 21 days @ $15.00 per day =	315.00
Equipment Rental 850 miles @ $0.11 per mi.=	93.50
Total	$1,610.85

State will stand $1,700.00 R.R. Protective Cost.

3RD ST. - 7TH ST. (HARRISBURG) SECTION

PROJECT NO. S-448(2)

SOUTHERN PACIFIC TRANSPORTATION COMPANY:

Flashing Light with Short Arm Gate (Safety)

Preliminary Engineering		$ 300.00
Labor and Material		23,255.00
Equipment Rental		670.00
Freight		1,215.00
Material Handling 5%		978.00
Vacation Allowance 6.5%		253.00
Holiday Pay 2.8%		109.00
Health and Welfare 5%		195.00
Railroad Retirement & Unemployment Insurance 14.54%		567.00
PL, PD & WC Insurance 4.35%		170.00
Accounting and Billing 5%		1,386.00
Contingencies		2,910.00
	Total Estimated Cost	$32,008.00

Widening Crossing Surface

Labor and Material		$ 2,120.00
Equipment Rental		60.00
Freight		230.00
Material Handling 5%		65.00
Vacation Allowance 6.5%		53.00
Holiday Pay 2.8%		23.00
Health and Welfare 5%		41.00
Railroad Retirement & Unemployment Insurance 14.54%		119.00
PL, PD & WC Insurance 4.35%		36.00
Accounting and Billing 5%		137.00
Contingencies		286.00
	Total Estimated Cost	$ 3,170.00
	Less Estimated Salvage	- - -
	Net Estimated Cost	$ 3,170.00

BURLINGTON NORTHERN (OREGON ELECTRIC RY.):

Flashing Light with Short Arm Gate (Safety)

Signal Installation	All Required	$20,000.00

ENGR. ✓ DSGR. ✓ DE ✓ RE ✓ DE
✓ UPE ✓ CE ✓ RE ✓ RPE

July 15, 1971

Board of Commissioners
Linn County Courthouse
Albany, Oregon 97321

Attn: Mr. Richard Dalke
Engineer

Re: 3rd St.-7th St. (Harrisburg) Section
Territorial Road
FAS 773
Linn County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $6,700.00 for subject project.

A copy of the construction plans and contract (No. 7609) is enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

cc: Mrs. Aleta J. Simmons
City Recorder
Harrisburg

ENGR. ✓ SUPR. ✓ CE ✓ AE ✓ UC
✓ UPE ✓ CE ✓ RE ✓ RPE ☐

bc: L. H. Young

June 28, 1971

Board of Commissioners
Linn County Courthouse
Albany, Oregon 97321

Attn: Mr. Richard Dalke
Engineer

Gentlemen:

On June 24, 1971, a satisfactory bid was received from the Wildish Construction Company, Eugene, for the 3rd St.-7th St. (Harrisburg) Section, Territorial Road, FAS 773. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$89,349.00
Flagging	500.00
Railroad protection costs	2,000.00
Other railroad costs	51,977.00
Temporary erosion control	100.00
Adjust mail boxes	270.00
13½% Engineering and Contingencies	19,466.46
Estimated Total Cost	$163,662.46
Less Railroad 10%	- 5,197.70
Adjusted Total Estimated Cost	$158,464.76

COUNTY ADVANCE DEPOSIT:

20% of $158,464.76 = $31,692.95, or say $31,700.00.

After this amount of $31,700 is reduced by $25,000, which is to be transferred from Harrisburg Special City Allotment, the adjusted advance deposit will be $6,700.00.

Please make this adjusted advance deposit in the amount of $6,700.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By
Harold Reynoldson
Rural Program Engineer

HR:ljt
cc: Mrs. Aleta J. Simmons, City Recorder
Harrisburg, Oregon 97466

6.E. – L.N Young

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE S. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MC CULLOCH
FRANK S. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. RONDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA M. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Harrisburg

Linn Co.
FAS 773
3rd St. - 7th St. Sect.

July 14, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of City of Harrisburg for authority to alter the city street grade crossing over the tracks and right of way of the Southern Pacific Transportation Company.

Dear Mr. Edwards:

Herewith I hand you a copy of Order No. 71-373 issued by the Public Utility Commission under date of July 9, 1971, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

/s/ Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enc.
cc- Frank Morgan
J. B. Boyd
L. E. George
T. W. Litchfield
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUL 15 1971
ENGR. COOR. CE RE UE
UPE CE RE RPE

Order No. 71-373

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-558

In the Matter of the Application of the City of Harrisburg for the authority to alter the city street grade crossing over the tracks and right of way of the Southern Pacific Transportation Company in the City of Harrisburg, SW¼ SW¼, of Section 10, T. 15 S., R. 4 W., W. M.

ORDER

On May 24, 1971, the City of Harrisburg, Oregon, duly filed an application with the commissioner seeking authority to alter an existing highway grade crossing over the tracks and right of way of the Southern Pacific Transportation Company in Harrisburg, Oregon.

Copies of the application were duly served upon the Southern Pacific Transportation Company, Linn County, Oregon State Highway Commission, Pacific Northwest Bell Telephone Company, Pacific Power and Light Company, and Northwest Natural Gas Company.

By answer dated June 14, 1971, respondent railroad requested certain small changes in the application, including consent to interim protection plans proposed by applicant.

Applicant, by letter dated July 8, 1971, agreed to changes requested by railroad.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted on the following terms and conditions. It is therefore

ORDERED that:

(1) Authority to alter the crossing as requested herein is granted.

RECEIVED
COUNTY & CITY SECTION
JUL 15 1971
☐ ENGR. ☐ CJOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

(2) Applicant shall:

(a) construct the roadway and bear all costs thereof;

(b) furnish and install standard advance warning signs at appropriate locations on either side of the crossing and bear all costs thereof;

(c) maintain the highway surface, drainage culverts, and all other highway appurtenances, upon completion of the construction and bear all costs thereof; and

(d) bear 90 percent of the costs of the installation and procurement of the automatic signalization ordered herein.

(3) Railroad shall:

(a) maintain the railroad tracks, ties, ballast, crossing signals, plank crossings, and other railroad facilities, after construction of the crossing and bear all costs thereof;

(b) furnish and install three commissioner's No. 2 flashing light signals and gongs equipped with standard No. 4 crossing gates which shall be placed at appropriate locations, two facing eastbound traffic placed immediately west of the spur track and mainline track respectively, and one facing westbound traffic placed immediately east of the mainline track; and

(c) bear 10 percent of the cost of the installation and procurement of the automatic signalization ordered herein.

(4) Railroad, subject to reimbursement by applicant, shall:

(a) rearrange signal and communication lines as may be required;

(b) remove paving of the track area of the spur track crossing, resurface the track, and install new paving in the track area of the existing crossing for a width

when measured along the centerline of track, of 54 feet;

(c) remove worn timbers in the track area of the mainline track, resurface the track and install solid timber planking along the rails through both existing and widened portions of the crossing area to provide a width, when measured along the centerline of track, of 54 feet; and

(d) provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

It is FURTHER ORDERED that the widened crossing may be opened to vehicular traffic prior to the installation of the automatic signals ordered herein, under the following terms and conditions.

(1) Railroad, subject to reimbursement by applicant, shall relocate the existing wig-wag signal to an appropriate location at the widened crossing.

(2) Applicant, at its own expense, shall furnish, install, and maintain standard highway stop signs on each approach to the crossing.

(3) Upon installation of the automatic signalization ordered herein, applicant shall remove the stop signs and notify the commissioner of the completion of the project.

Made, entered and effective JULY 9 1971.

PUBLIC UTILITY COMMISSIONER OF OREGON

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

EE JOHNSON
TTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

July 14, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

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GEORGE E. RONDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Harrisburg

Linn Co.
FAS 773
3rd St. - 7th St. Sect.

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of City of Harrisburg for authority to alter a highway grade crossing over the tracks and right of way of the Oregon Electric Railway Company.

Dear Mr. Edwards:

Herewith I hand you a copy of Order No. 71-384 issued by the Public Utility Commission under date of July 9, 1971, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

/s/ Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enc.
cc- Frank Morgan
J. B. Boyd
L. E. George
T. W. Litchfield
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUL 15 1971
ENGR. BR. UE
UPE CE RE RPE

RECEIVED
COUNTY & CITY SECTION
JUL 15 1971
☐ ENGR. ☐ GEOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Order No. 71-384

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-559

In the Matter of the Application of)
City of Harrisburg for authority to)
alter a highway grade crossing over)
the tracks and right of way of the) ORDER
Oregon Electric Railway Company in)
the City of Harrisburg, in SE¼ SE¼,)
Section 9, T. 15 S., R. 4 W., W. M.)

On May 24, 1971, the City of Harrisburg, Oregon, duly filed an application with the commissioner to alter an existing highway grade crossing over the tracks and right of way of the Oregon Electric Railway Company at Harrisburg, Oregon.

Copies of the application were duly served upon the Oregon Electric Railway Company, Oregon State Highway Commission, Pacific Power and Light Company, Pacific Northwest Bell Telephone Company, and Northwest Natural Gas Company.

By answer dated June 10, 1971, respondent railroad requested certain small changes in the application and consented to interim protection proposed by applicant.

By letter dated July 8, 1971, applicant agreed to the changes requested by respondent railroad.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted on the following terms and conditions. It is therefore

ORDERED that:

(1) Authority to alter the crossing as requested herein is granted.

RECEIVED
COUNTY & CITY SECTION
JUL 15 1971
☐ ENGR. ☐ GEOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

(2) Applicant shall:

(a) construct the roadway and bear all costs thereof;

(b) furnish and install standard advance warning signs at appropriate locations on either side of the crossing and bear all costs thereof;

(c) maintain the highway surface, drainage culverts, and all other highway appurtenances, upon completion of the construction, and bear all costs thereof; and

(d) bear 90 percent of the costs of installation and procurement of the automatic signalization ordered herein.

(3) Railroad shall:

(a) maintain the railroad tracks, ties, ballast, crossing signals, crossing surface, and other railroad facilities, after construction of the crossing and bear all costs thereof;

(b) furnish and install two commissioner's standard No. 2 flashing light signals and gongs equipped with standard No. 4 crossing gates which shall be placed at appropriate locations on either side of the mainline track and bear 10 percent of the cost thereof;

(c) rearrange signal and communication lines as may be required;

(d) remove paving in the existing portion of the track area of both the mainline and spur track crossings, resurface the tracks and install new paving in the existing track areas, and bear all costs thereof; and

(e) furnish and install two commissioner's standard No. 1R reflectorized crossbuck signs at appropriate locations on each side of the spur track and bear all costs thereof.

In addition to this, it shall furnish a flagman at the crossing during the times when trains are moving over Territorial Avenue on the spur track.

(4) Railroad, subject to reimbursement by the applicant, shall:

(a) install new pavement in the widened area of the track crossings up to a width of 54 feet;

(b) provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing; and

(c) adjust, if necessary, the grade of either or both of the tracks in the crossing area.

It is FURTHER ORDERED that the widened crossing may be opened to vehicular traffic prior to the installation of the automatic signals ordered herein, under the following terms and conditions.

(1) Railroad, subject to reimbursement by applicant, shall furnish and install new commissioner's standard No. 1R reflectorized crossbuck signs to be placed in appropriate locations on both approaches to the crossing.

(2) Applicant, at its own expense, shall furnish, install and maintain standard highway stop signs on each approach to the crossing.

(3) Upon installation of the automatic signalization ordered herein, applicant shall remove the stop signs and notify the commissioner of the completion of the project.

Made, entered and effective JULY 9 1971.

PUBLIC UTILITY COMMISSIONER OF OREGON

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

RECEIVED
JUL 9 - 1971
FOR FILING

5-448(2)
7609

July 9, 1971

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7609 for $89,349 awarded to you by the State Highway Commission on July 1, 1971 for work on 3rd Street-7th Street in the City of Harrisburg of FAS 773 in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 21, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Marchant
J. B. Boyd
James E. Chaney

RECEIVED
JUL 5 1971
BURLINGTON NORTHERN
FOR FILING

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

S-4148(2)
7607

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

July 9, 1971

Attention: Mr. T. W. Litchfield

Dear Sir:

In reference to the Territorial Street FAS 773 project in Harrisburg, Oregon.

Attached is a 1"=20' print of the Oregon Electric crossing showing proposed location of the signals as discussed at our June 3rd meeting in Harrisburg. There is a Pacific Power and Light overhead power line on the north side of Territorial Street, and it appears that when the signal gate on the east side of our track is in the raised position it will interfere with this power line. Could you please arrange for relocation of this line to provide for the gate installation.

According to the records in this office the Bonneville Power Administration line on the west is located approximately 18 feet from our centerline, and would not interfere with the raised gate but it may be advisable to have your field personnel check this.

Very truly yours,

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

H. R. Moy
Regional Manager Engineering

LBK:ds
Attachment
File: Harrisburg-4

cc: Mr. M. B. Walker

Copies to: FB Klaboe
HS Cox
FL Hall
JB Boyd
JE Chaney
FW Sjonet
FD Morgan

Routing
Morgan, Docker, Bond, Walker, Boehme, Johnsen, Peaco, Swan, Glenn, Litchfield, Gallagher, Stein
RECEIVED
JUL 11 1971
CONSTRUCTION DIVISION

CURB

12'R

30'

18'

TO EUGENE

22'

FOURTH ST.

CURB

12'R

TERRITORIAL ST.

22'

22'

CURB

EDGE OF PAVEMENT

6'

12'

9-12"R

30'

9'-1"

CURB

N

N

TO PORTLAND →

ENT

BURLINGTON NO[illegible]
PORTLAND DIVISION 8TH [illegible]

TERRITORIAL ST. CROSSING
HARRISBURG, OREGON

MANAGER OF ENGINEERING PORTLAND

SCALE 1" = 20' DATE 7-7-71

RECEIVED
JUL 1 - 1971
FOR FILING

S-448(2)
7609

July 1, 1971

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on June 28, 1971, accepted your proposal on the 3rd St.-7th Street Section in the City of Harrisburg of FAS 733 in Linn County for the sum of $80,340 and referred it to the State Highway Engineer with authority to award the contract as soon as Linn County approved the project and deposited $6,700.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7609.

Contract forms are being prepared and will be sent to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
F. D. Morgan
I. D. Merchant
J. B. Boyd
James Chaney
William Gaibel (SALV)

RECEIVED
JUL 1 - 1971
FOR FILING

S-448 (2)
7609

June 14, 1971

City of Harrisburg
City Hall
Harrisburg, Oregon 97446

MISC. CONTRACTS and AGREEMENTS No. 4228

Attention: Aleta J. Simmons
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with the City of Harrisburg, Linn County and the Oregon State Highway Commission pertaining to construction of 3rd Street-7th Street (Harrisburg) Section of the Territorial Road.

We are sending Linn County a fully executed copy of this agreement and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
JUN 16 1971
FOR FILING

Southern Pacific Transportation Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

LAW DEPARTMENT
S-4148(2)
7667

REFERRED TO
George Lindgren
6-15-71
ASST. STATE HWY. ENGR

June 14, 1971

Klahn
Hunter
6-15-71

Honorable Sam R. Haley
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: SXF 558; Application to Alter Crossing
No. C-655.1, Harrisburg, Oregon

Dear Commissioner Haley:

In general, Southern Pacific Transportation Company has no objection to the above-cited application. Railroad would ask, however, that applicant acknowledge that Railroad's duty to maintain tracks, ties, and ballast after construction (see subparagraph (a) "Things to be Done by the Railroad at its own Cost and Expense" at page 4) be confined to the area between the tracks and two feet to each side.

We have been informed that Applicant desires to begin work on this alteration immediately even though the permanent signal devices are not now readily procurable. Applicant has suggested that work commence nonetheless and that the crossing be protected, on an interim basis, by relocating Southern Pacific Transportation Company's existing wig-wag and installing appropriately placed stop signs. Southern Pacific Transportation Company has no objection to such interim signalization so long as all costs of such relocation and installation are borne by the Applicant.

Three copies of this response are appended hereto for your files.

Very truly yours,

McCOLLOCH, DEZENDORF, SPEARS & LUBERSKY

By _____
Of Attorneys for Southern Pacific Transportation Company

RECEIVED
JUN 15 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Encls.

cc: Linn County
City of Harrisburg
Oregon State Highway Commission
Pacific Power & Light Company
Pacific Northwest Bell Telephone Company
Northwest Natural Gas Company

RECEIVED
JUN 15 1971
OREGON
STATE HIGHWAY COMMISSION

JUN 16 1971

FOR FILING

BURLINGTON NORTHERN

REFERRED TO
BY SECRETARY

S-4486.2
7609

Burlington Northern Inc.
American Bank Building
Portland, Oregon 97205

ROGER J. CROSBY
Vice President and Regional Counsel

Delbert W. Johnson
Assistant Regional Counsel

James Warren Cook
General Attorney

Klaboe
CY Hunter
6-14-71

Mr. Sam Haley
Public Utility Commissioner of Oregon
P.O. Box 151
Salem, Oregon 97310

June 10, 1971

Re: City of Harrisburg: Territorial Street Grade Crossing Reconstruction and Signalization SFX 559

Dear Mr. Haley:

In response to the notice of application by the City of Harrisburg in the above entitled case, the Oregon Electric Railway Company has no objection but does wish to report the following matters for purposes of clarification and for purposes of advising the Commissioner and the applicant and other parties of record that the Oregon Electric would have no objection to an interim arrangement for "signing" the crossing until such time as the approved signal facilities can be installed.

For purposes of clarification with reference to paragraph XII page 5 item (a) entitled Things to be done by railroad at its own cost and expense, Oregon Electric Railway Company requests that its responsibility for removal of paving, resurfacing of track, and installation of new paving in the track area be confined to the existing width of the existing territorial street through the track area of Oregon Electric tracks and that such work beyond the existing width up to the applied for width of 54 feet be assumed at the cost and expense of applicant city. Further, as a matter of clarification in the same specified portion of the application, it should be understood that if any change in grade of either or both of Oregon Electric tracks is required to meet the grade of the improved street area of applicant that such cost and expense be borne by the applicant city.

Finally, Oregon Electric has no objections to the interim arrangement for signing of the crossings, which interim arrangement will consist of double stop signs on the highway on approaches to the two sets of tracks of the two involved railroads together with standard railroad cross buck and

6-16-71
copies REFERRED TO
NOTED
TOM EDWARDS
BY Asst. State Hwy. Engr.

BURLINGTON NORTHERN

advance warning signs. Such interim arrangement to continue until such time as final signal protection facilities have been approved and installed.

Yours very truly,

Oregon Electric Railway Company

By: James Warren Cook
General Attorney

JWC:jc

cc: All parties of record.

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JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 14 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 - 1971
FORM E-20 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1971

RAILROAD COMPANIES
FILE No. 110

S-448 (2)
7609

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: Construction Agreement
Grade Crossing No. C-665.1
3rd Street-7th Street (Harrisburg) Section
Territorial Street (FAS 773)
Linn County

Attached you will find the State's original fully executed counterpart of the subject agreement.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. D. Morgan
F. B. Crandall w/agreement
H. S. Cox "
V. E. Skoog "
R. N. Chase " (3)
E. F. Saling "
R. D. Asburry "
J. E. Chaney "
F. W. Sugnet "

NOTED
C. W. HEAD

GPO 52475-754

RECEIVED
JUN 7 - 1971
FOR FILE

June 3, 1971

MEMO TO THE FILE

5-448(2)
7669

Re: Railroad Problems
3rd Street-7th Street (Harrisburg) Section
Territorial Street FAS 773
Linn County

A meeting was held on Friday, May 28, 1971, at 2:00 PM in the Harrisburg City Hall.

Representing the City were:
Roy Rutherford, Mayor
Fred Morgan, Councilman
Don Jensen, Councilman
Leon Huston, Superintendent of Public Works
Aleta J. Simmons, City Recorder

Representing the Oregon Electric Railway Company:
G. E. LaSalle, Division Engineer

Representing the Public Utility Commissioner:
L. V. Topaz, Senior Transportation Specialist

Representing the Oregon State Highway Division:
H. S. Cox, County and City Engineer
Harold Reynoldson, Rural Program Engineer
G. W. Wimer, Region Construction Engineer
T. W. Litchfield, Railroad and Utility Engineer

The meeting was called following discussions with both railroads, the Southern Pacific Transportation Company and the Oregon Electric Railway Company, which revealed that crossing gates will not be installed at either grade crossing until December of 1971, or possibly later. Both the railroads and the Public Utility Commissioner's office expressed concern about completing the construction project early this fall without having proper signalization at both grade crossings. For this reason, some felt it desirable to postpone the project until the summer of 1972. There was also the question of precisely where to install the crossing gate at the southwest corner of Fourth and Territorial Streets, west of the Oregon Electric tracks.

After discussion and field investigation, it was decided as follows:

1. The project will proceed on the June 24, 1971 bid opening as scheduled.

2. The Oregon Electric crossing will be signalized with two crossing gates which will protect the main line track only. The spur track will be protected with reflectorized crossbucks and will be hand flagged when in use.

3. The gate on the west side of the Oregon Electric tracks will be installed behind the curb at the southwest corner of Fourth and Territorial Streets. The curb return at that location will be constructed with a 12-foot radius in such a manner that if it is extended south on Fourth Street, it will be 18 feet to the center line of the track.

4. Both the Oregon Electric and the Southern Pacific crossings will be protected with STOP signs from the time the project is completed until the crossing gates are installed.

5. The existing wigwag signal at the Southern Pacific crossing on the north side of Territorial Street and the west side of the main line track must be moved northerly to accommodate the new construction.

These additions to the Southern Pacific work to be performed were discussed with Mr. E. A. Kendrew by telephone on May 28, and he agreed to the procedures outlined above. Both Oregon Electric and Southern Pacific agreed to raise their respective spur tracks six inches at the time their crossing work is performed.

These changes in plans were discussed with Mr. F. E. Terpin, Final Design Engineer, on June 2, 1971 by the undersigned. No change in the special provisions appears necessary.

A PUC order has not been issued as yet for either crossing, but Mr. Topaz advises me that they should be issued prior to June 24, 1971.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L.V. Topaz, Public Utility Commission
Aleta J. Simmons, City of Harrisburg
G. B. LaSalle, Oregon Electric Railway Company
E. A. Kendrew, Southern Pacific Transportation Company
F. B. Klaboe
H. S. Cox
F. L. Hall
L. H. Young
R. D. Asburry
J. E. Chaney
F. W. Sugnet

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 6-10

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-2-71

BY (Signature): MR. YOUNG'S MAY 28, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1060 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
1060	S-448(2)	0.34	166,000	105,400	3RD ST. - 7TH ST. (HARRISBURG) SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT. INSTALL R.R. GRADE CROSSING SIGNALS.

6-2-71

Yours 6-7-71

NOTED
F. B. KLABOE

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

REMARKS (Division)

THE SUBSTANDARD VERTICAL CURVE AT THE SP RAILROAD CROSSING IS APPROVED AS AN EXCEPTION TO THE MINIMUM DESIGN STANDARDS OF THE APPROVED SECONDARY ROAD PLAN.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

BASED ON INFORMATION INCLUDED IN MR. YOUNG'S MAY 28, 1971 LETTER WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO ALLOW A TWO WEEK ADVERTISING PERIOD FOR THIS PROJECT.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
JUN 2 1971		JUNE 2, 1971	FOR E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 1 - 1971
FOR FILING

S-448(2)
7609

May 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Project, Item 1060, Project No. S-448(2), 3rd Street-7th Street (Harrisburg) Section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

The proposed railway protection for the two railroad crossings is being programmed as "Safety Improvement Work" for it is the opinion of the County and State Highway Division that this portion of the project would have an accident priority rating of such magnitude to qualify under the provisions of PPM 21-16, based on the fact that there have been two fatalities at one of the crossings within the last year and one half.

Enclosed is a copy of the State Clearinghouse approval letter for the project.

The "Notice of Intent" was sent to District 4 Council of Governments Clearinghouse on March 9, 1970, and has lain before said Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

It is our intention to receive bids for this project on June 24, 1971, with a two-week minimum advertisement. The Highway Division and the County are of the opinion the shortened advertising period is in the public interest because of the necessity to complete the project during the coming construction season so that the street will not have to be maintained in a semi-usable condition through the winter months, thus minimizing the inconvenience to the public.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

5-28-71

FEDERAL-AI

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): Co.Rd. US 99E (Harrisburg) E. to 7th St.

ADT — PRESENT: 1,750 — FUTURE: 2,600

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave. & RR Signals

NATL. FOREST | FH ROUTE NO. | SUPV. DIST | DA CLASSIF. | DA AREA | EMERG. YR. | COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — ROUTE NO. S

NAME OF URBAN AREA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL PO
1	(1418)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		Co. Rd. US 99E (Harrisburg) E. to 7th St.			
5					ROW		"3rd Street-7th Street (Harrisburg) Section"			
5					CONST (CODE) Safety Y013 6201				50,000	31,
								0.34	116,000	73,
							PROJECT TOTALS	0.34	166,000	105,

(18) (23) (24)

CARD 1 | CODE 1 — PREPARED BY

1 | 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t.	ADT	1,750	2,600	91	08	Oregon	35	022	1060

T. Projects Only

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					S-	448	(2)		

COUNTY NAME: Linn — CODE: 043

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 773 — STATE: Co.Rd. — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., Curb, 2-12' lanes H.T. pave. with 10' shoulders and install (at 2 RR Xings) RR grade crossing signals with gates.
	50,000	31,700	6,650	5,000 (RR) 6,650 (Co.)	ROW-60' normal; Access Control-none; Park. Restrictions-none; RR Adj.-required including preparatory work.
0.34	116,000	73,700	21,150	21,150 (Co.)	
0.34	166,000	105,400	27,800	32,800	

REMARKS

OVER

USCOMM DUSCOMM-DC 48908-P61

3RD STREET-7TH STREET (HARRISBURG) SECTION
PROJECT NO. S-448(2)

Existing Facility: AC paved street, without curbs, having 2-11' (nominal) travel lanes. Two RR grade Xings with the following protection: RR wigwag signals having flashing lights at the Southern Pacific Transportation Co. Xing and crossbucks at the Oregon Electric Ry. Co. Xing.

Adjacent Sections: East End -- 2-10' Bit. mac. travel lanes with 4' shoulders. West End -- FAP 3.

Project Data: Grade, drain, base, curb and pave a roadway 44' in width, having 2-12' travel lanes and 10' shoulders (parking lanes). Improve and widen the two RR grade crossings. Included is RR protective insurance and services.

Note: Install flashing lights, gongs and drop gates, along with advance warning signs, at the two RR grade crossings as "Safety Improvement Work". (It is the opinion of the County and State Highway Division that this portion of the project would have an accident priority rating of such magnitude to qualify under the provisions of PPM 21-16, based on the fact that there have been two fatalities at one of the crossings within the last year and one half.)

Right of Way: 60' Existing.
Access Control: None.
Parking Restrictions: None.
Railroad Crossing Data:

	Name of Railroad: Southern Pac. Transportation Co.	Oregon Electric Ry. Co. (Burlington Northern)
No. of Tracks:	2 (1 Main, 1 Siding)	2 (1 Main, 1 Siding)
No. of Trains:	Main track; 28 per day @ 65 mph Siding; 2-3 switching per wk.	Main track, 4 per day Siding, unscheduled switching
No. of High Speed Trains:	(See No. of trains above)	None
Present Protection:	RR wigwag signals with flashing lights	Crossbucks
Proposed Protection:	Flashing lights, gongs & short-arm gates	Flashing lights, gongs & short-arm gates
Railroad Benefits:	Maximum	Maximum

Minimum Design Standards: The 70' crest vertical curve at the crossing of Southern Pacific Transportation Co. RR tracks is substandard and the cost of correcting the situation is prohibitive. Since the project is on a city street in a residential-industrial area, designated speed for vehicular traffic is 25 mph, therefore, to correct the condition for slow speed traffic is not justified.

System Action: Complete.

Public Hearing: Not required under par. 6c of PPM 20-8. Copy of July 1, 1970 memo to file previously sent to FHWA.

Park and Recreation Areas Affected: None.

Relocation Assistance: None involved as project does not require additional ROW.

Social, Economic & Environmental Effects Considered: Yes.
Location/Design Approved: August 3, 1970.
State Clearinghouse Approval: April 10, 1970.

District 4 Council of Governments Clearinghouse: Notice of Intent was sent March 9, 1970, and has lain before said Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

Route Data: See Project No. S-448(1).

The Highway Division does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Unusual Circumstances: The State Highway Division is in the proc of obtaining an agreement from Oregon Electric Railway Co. (Burlington Northern) covering the work by the Railroad under this project and a PUC order covering the work. The slight delay of the Railroad work, pending the execution of the Railroad construction agreement and PUC order, will not have any delaying effect on the contractor's portion of the work.

Copy to: John Oaks
R.N. Chase
C.G. Swanson
R.D. Asbury

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

5-26-71

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. _____

Project Name 3rd Street-7th Street (Harrisburg) Section, FAS 773

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon,

this 26th day of May, 19 71.

LINN County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1971
☑ ENGR. ☑ CoOR. ☑ LE ☑ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

(5/12/70)

APR 28 1971
FOR FILING
S-448(2)
7609

April 23, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the May 4 meeting a construction agreement with the Southern Pacific Transportation Company providing for the installation of crossing gates and the widening of the crossing surface of the grade crossing of Territorial Street in Harrisburg. This project, from 3rd Street to 7th Street, is a FAS-C project and all costs of the project will receive the usual share of Federal participation.

This agreement provides for the cost of the gates to be borne 90 percent by the State and 10 percent by the Railroad. The cost of the widening of the crossing surface will be borne 100 percent by the State. The total cost of work to be performed by the Railroad is estimated to be $35,178. The State will reimburse the Railroad for all but 10 percent of the cost of the crossing gates, or $31,977. These costs are tabulated as follows:

	Railroad Share		Public Share	
Crossing Gates	(10%)	$3,201	(90%)	$28,807
Crossing Surface			(100%)	3,170
Total		$3,201		$31,977

The Public Share will be divided as follows:

Federal Highway Administration	60% =	$19,186
City of Harrisburg/Linn County	20% =	6,396
State of Oregon	20% =	6,395
Total		$31,977

Copy in Minutes

This agreement also provides for the Railroad to maintain the crossing gates and the crossing surface at their expense after installation. The City and County will maintain the highway at their expense in accordance with an agreement to be negotiated among the County, City, and State.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. H. Young
V. E. Skoog
H. S. Cox
R. D. Asburry

TWL:dl fn

ADT 1-1750 / 1991-2600 DHV 1971-190 / 1991-280 SAFETY:

MEMO TO R. N. CHASE Date: February 2, 1971

FAS 773, LINN COUNTY, 3rd Street-7th Street (Harrisburg) SECTION

TERMINI: Beginning at FAP 3, which is 3rd Street in the City of Harrisburg and extending east on Territorial Street to 7th Street. M.P. 0.00 to M.P. 0.34

PROPOSED WORK: Grade, drain, base, curb, pave and install RR traffic control signals at two grade crossings.

PROJECT LENGTH: 0.34 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	Railroad ~~OTHER~~
CONSTRUCTION	166,000	96,600	32,200	32,200	5,000

EXISTING FACILITIES: AC paved street with a traffic signal having a flashing light at the S.P. Trans. Co. "X"ing and a crossbucks at the Oregon Elec. RR "X"ing.

ADJACENT SECTIONS:

~~NORTH~~/EAST END: 2-10' travel lanes and 4' shoulders.

~~SOUTH~~/WEST END: FAP 3

PROJECT DATA: Grade, drain, base, curb and pave a roadway 44' in width, for 2-12' travel lanes and 10' parking lanes. No sidewalks. Install traffic control signals at each of the two RR crossings, having automatic signals with flashing lights, gongs and droparm gates.

RIGHT-OF-WAY: 80' minimum

ACCESS CONTROL: None

RAILROAD CROSSING: 2 at-grade Xings-S.P. Trans. Co.-one main line w/ 28 trains per day at 60-70 mph. 1-siding, 2-3 switching actions per week @ 10mph. S.P. & S. (Oreg. Elec.) one main line w/ 4 trains a day @ 20 mph. 1-siding unscheduled switching actions @ 5mph.

MINIMUM DESIGN STANDARDS: The vertical curve over the S.P.Trans. Co. track is too sharp but because of the difference of the elevation and the nearness of the two tracks, little can be done to correct it without great expense.

SYSTEM ACTION: Complete

PUBLIC HEARING: Not necessary. No additional r/w. See memo to files w/ copy to FHWA, 7/1/70

UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: See S-448(1)

Park and recreation area affected - No parks affected.

Relocation assistance - Since no additional r/w is necessary, no one was displaced.

Social, economic & environmental effects considered - Yes

Location and design approved - 8/3/70

Clearinghouse approved - 4/10/70

Hwy. at present does not have control of the utilities on the project but will by the agreement ~~will be secured~~. ~~before award the control~~ prior to award of contract

NOTED
H. S. COX

TRAIN MOVEMENTS @

HARRISBURG, 3RD ST - 7TH ST. SE.

SPTC - 28 REGULAR PER DAY

2 SWITCH MOVEMENTS ON SPUR TRACK

2 or 3 TIMES PER WEEK

MAX SPEED 70 MPH PASSENGER

" " 60 MPH FREIGHT

OERy - 4 REGULAR PER DAY

MAX SPEED 20 MPH.

7-10-70

2

NOTED
DON HARWELL

RECEIVED
DEC 23 1970
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

S-4482
7609

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

December 21, 1970

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Grade Crossing No. C-665.1
3rd Street-7th Street (Harrisburg) Section
Diamond Hill Road (Territorial Street)
FAS 773
Linn County
Your File: 911291/321-2
0-0-70-14

Gentlemen:

This is in reply to your letter dated December 11, 1970 wherein you re-affirm your position regarding the improvement of the above captioned grade crossing surface.

Inasmuch as this is a Federal Aid Project and we can produce no documentary evidence proving that the Railroad is in fact obligated to bear the cost of improving the existing crossing surface, we will agree to bear the entire expense of constructing the crossing to a width of 45 feet to accommodate the widened road bed.

Our application to the Public Utility Commissioner will be made on the following bases:

1. State will prepare plans and construct the project.

2. Railroad will widen the existing crossing to 45 feet at State's expense.

3. Railroad will install PUC Standard No. 4 crossing gates at 90% State expense and 10% Railroad expense.

4. The City will maintain roadway surface and advance warning signs at City expense upon completion of construction.

5. Railroad will maintain crossing gates and crossing surface and all of the railroad facilities at Railroad expense.

I assume these conditions are acceptable, and upon receipt of the appropriate construction agreement and easement indenture, we will proceed with our application to the Public Utility Commissioner. We intend to open bids for this project on March 25, 1971.

Very truly yours

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company - Portland

F. B. Klaboe	w/copy of SP letter
H. S. Cox	"
Frank Hall	"
L. H. Young	"
R. D. Asburry	"
F. W. Sugnet	"

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Routing: Morgan, D, Connell, Morgan, Foster, Strain, Dixon, Mitchell, Gallagher, Crain

RECEIVED
DEC 11 1970
CONSTRUCTION
DIVISION

Southern Pacific Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
N. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 11, 1970

IN REPLY PLEASE REFER TO
911291/321-2
0-0-70-14
Your File: Grade Crossing Improvement 3rd St. - 7th St. (Harrisburg) Section Diamond Hill Road (Territorial Street) FAS 773

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield -
Railroad & Utility Engineer

Dear Sir:

Thank you for your letter November 24th., a furthering of our discussion about the cost apportionment of the above referenced grade crossing improvements.

You are absolutely correct in your statement about having a long standing mutual understanding with our Portland office concerning the cost responsibilities of track and crossing work performed in connection with street widening projects. However, you are reminded that such understanding applied only to highway projects financed with other than Federal Funds.

In the event the above referenced project was not to be federally aided we would perform the crossing work and divide the costs between us as you state. However, the utilization of federal monies on a highway-railway project automatically requires the railroad company to comply with Federal regulations under the applicable Policy and Procedure Memorandums.

We feel that PPM's 21-10 and 30-3 clearly set forth the railroads cost sharing and other responsibilities and we have no desire to deviate therefrom. The Company's policy with regard to joining in highway-railway projects is intended to be consistent regardless of the source of highway funding. Consequently, in the case at hand, we have no alternative but to apportion the cost of track and crossing work in accordance with Section 4(f) of PPM-30-3 and to apportion the cost of grade crossing signals with gate arms in accordance with Section 5(b)-3 of PPM-21-10.

We will proceed on the basis outlined next above unless you have other information which would cause us to do otherwise.

Yours very truly,

H. M. Williamson Jr.

[illegible] [illegible] [illegible] AE [illegible] UE
UPE CE RE RPE

CA/F75

December 10, 1970

Mrs. Aleta J. Simmons
City Recorder
City Hall
Harrisburg, Oregon

3rd Street-7th Street (Harrisburg) Section
Territorial Road FAS 773

Dear Mrs. Simmons:

In response to your recent query about the estimate of cost of subject project, our design section has given us a preliminary estimate of $166,000 which includes add items, engineering and contingencies, and railroad protection.

On the basis of the above figure, the division of cost would be as follows:

Railroad Company's 10% of $50,000 (signals & gates)		$ 5,000
Federal Aid (County),	60% of $161,000	96,600
State,	20% of $161,000	32,200
City and SCA Funds,	20% of $161,000	32,200
(i.e., $25,000 of Special City Allotment funds		
and 7,200 from the City)		

The above is approximate only and the advance deposit requested from the City would be based on the apparent low bid of the contractor when that time comes.

At this time the bid opening is scheduled for March 25, 1971.

If there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

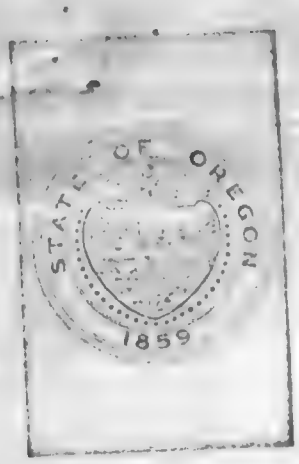
By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

[illegible]

cc: Linn County Board of Commissioners,
Attention Richard Dalke, County Engineer

pen-70



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-6511
XXXXXXXXX

November 25, 1970

Oregon Electric Railway Company
1101 N.W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Grade Crossing Protection
Third Street-Seventh Street
(Harrisburg) Section
Diamond Hill Road (Territorial Street)
FAS 773
Linn County
Your File No. 0358-4

Gentlemen:

In your letter dated September 30, 1970, you indicated that you did not feel crossing gates were justified at your grade crossing on the above captioned project. However, I wish to point out that the Southern Pacific Transportation Company is going to install crossing gates at their grade crossing on 5th Street, just one block east of your tracks, and as you can see by the enclosed prints of the PUC map, drawing No. 9B-7-26, the sight distance is restricted in all quadrants. We feel that it is extremely important to have similar signalization at both crossings to avoid confusing the motorist.

On October 27, 1970 your Messrs. Wyckoff, LaSalle and Kroft discussed this matter with me, and they finally agreed that the installation of gates in this instance was appropriate and that the cost would be shared as mentioned in my letters of July 23 and February 27, 1970.

Therefore, please proceed with preparation of an agreement to provide for the construction of this project. Bids are to be received on March 25, 1971. It would be appreciated if we could have a satisfactory agreement to present to the Highway Commission at their meeting of January 5, 1971, so that there will be adequate time to make application to the Public Utility Commissioner for authority to alter this crossing.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

TWL:dl
cc:
cc: F. B. Klaboe w/copy of letter
H. S. Cox "
F. L. Hall "
L. H. Young "
R. D. Asburry "
F. W. Sugnet "

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

September 30, 1970

Mr. J. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Dear Sir:

Reference is made to your letter of July 23, 1970, regarding the improvement of Territorial Street in Harrisburg, Oregon, and your proposal that crossing gates be installed at our crossing 3E-124.2 with installation cost to be borne 90% by the State and 10% by the Railway.

Because of the low volume and slow speed of train traffic over this crossing, we do not believe the installation of crossing gates would be justified on our tracks. The Oregon Electric travels under a franchise on 4th Street in Harrisburg with a speed restriction of 20 mph, and operates only four thrcugh trains a day plus an occasional switching movement.over this crossing. In addition, it is noted that vehicular traffic will also be travelling at restricted speeds through this urban residental-industrial area.

However, because of restricted visibility in several quadrants approaching this crossing, the Railway would be willing to consider the up-grading of crossing protection upon widening of Territorial Street by installation of Commissioner's Standard No. 2 Flashing Light Signals if the State would assume 90% of the installation cost. The Railway would assume 10% of the cost of installation of these signals as well as the annual maintenance costs if no public funds were available for this purpose.

Yours very truly,

H. F. Moy
Regional Manager Engineering

RAO:pae

File: 0358-4

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OCT 1 1970
CONSTRUCTION DIVISION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-6511
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COUNTY & CITY SECTION
NOV 25 1970
ENGR. COOR. CE AE UC
UPE CE RE RPE

November 24, 1970

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Grade Crossing Improvement
Third Street-Seventh Street
(Harrisburg) Section
Diamond Hill Road (Territorial Street)
FAS 773
Linn County
Your File No. 911291/321-2
0-0-70-14

Gentlemen:

This is in reply to your letter dated September 30, 1970, wherein you state that the fact the roadway pre-dates the railroad does not justify the assignment of the cost of improving the existing grade crossing surface to the railroad. You request the State to document the railroad's obligation pursuant to provisions of PPM 30-3.

I have asked both your Portland office and the City of Harrisburg to search their files in an effort to produce the original franchise issued to the Oregon and California Railroad Company in 1871. So far this search has produced nothing, and so we cannot document for the record the obligation of the Southern Pacific Transportation Company to bear the expense of improving the existing grade crossing of Territorial Street.

There has been a long standing mutual agreement with your Portland office, insofar as the State Highway Department was concerned, that when a road pre-dated the railroad at any particular grade crossing, the railroad would bear the expense of improving the grade crossing surface for the existing width of road while the State would bear the expense of the additional width required to accommodate the new construction. This arrangement has been followed on several other crossings previously, and we can see no reason to deviate in this location just because federal funds are to be used for construction. In this instance, the existing width is 22 feet and the proposed width will be 44 feet from curb to curb. The new crossing will probably be constructed of 9 foot sections and, therefore, will be 45 feet in length when measured along the center line of track. Therefore, the State will pay for 23 feet of the total width and the railroad 22 feet. This will apply to each track in the crossing.

This procedure is consistent with past dealings with your company and in our opinion is completely fair and equitable, particularly in light of the fact that the State has agreed to bear 90% of the installation cost of the signals. If this is satisfactory, we will proceed with our application to the Public Utility Commissioner on this basis.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

TWL:dl
cc: Southern Pacific Company, Portland

F. B. Klaboe w/copy of SPTC letter
H. S. Cox "
Frank Hall "
L. H. Young "
R. D. Asburry "
F. W. Sugnet "

S-2705

Southern Pacific Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

September 30, 1970

Routing

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RECEIVED
OCT 2 1970
CONSTRUCTION DIVISION

IN REPLY PLEASE REFER TO
911291/321-2
0-0-70-14

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your file 3rd St.-7th St. (Harrisburg) Section, Diamond Hill Road, FAS 773, a highway project involving the improvement of Territorial Street grade crossing No. C-665.1 in Harrisburg.

Correspondence in our file reveals the above mentioned project to be a Federal-aid Secondary - County project in which the extent of railroad participation is subject to provisions of PPMs 30-3 and 21-10. It is revealed also that it is expected the Railroad will bear all cost of track work and crossing surface in the existing grade crossing for the stated reason the roadway predates the railroad.

While we acknowledge the fact the roadway was in existence prior to construction of the railroad we are not convinced, in this case, nor can we find evidence of record, that the cost of reconstructing the existing crossing is a responsibility of the railroad.

Section 3 of PPM 30-3 clearly sets forth the "Finding of Obligation" where the railroad occupys a public right of way without specification as to its obligation for assuming the cost of change or improvement to its facilities. The mere fact the roadway predates the railroad, is not alone sufficient

justification to delegate such an obligation to the railroad.

If the State would document the railroad's obligation pursuant to provisions of PPM 30-3 we would have no alternative but to accept such obligation.

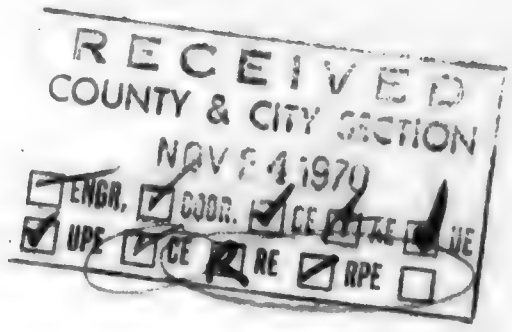
We will withhold completion of railroad cost estimates pending receipt of further information from you on the matter outlined above.

Yours very truly,

J. M. Williams Jr.

1970 SCA
Harrisburg

November 18, 1970



Mr. Floyd C. Mullen, Chairman
Linn County Board of Commissioners
P.O. Box 100
Albany, Oregon 97321

Dear Sir:

In response to your letter of November 17th regarding the city-county-state cooperation in improving 3rd Street-7th Street in Harrisburg, I have been informed to ask when the money for this project will be needed, and if possible, the exact amount due from the City of Harrisburg for the project. I have telephoned the State Highway Department and was informed that the exact amount would only be known subject to bid, and the city commitment would be required immediately following acceptance of bid and prior to awarding the bid.

I believe it is very definitely the intent of the city to go ahead with the project as it is stated in the regular council meeting minutes dated October 8, 1969, "On a motion made by Morgan, seconded by Wilcox, and on a hand vote unanimously carried, the recorder was directed to write to the Oregon State Highway Commission and inform them of the City's ability to paricipate in the improvement on Territorial Street."

In view of the above information I have been instucted to write you a letter indicating the positive attitude of the council in regard to this project.

Sincerely,

Aleta J. Simmons
City Recorder

CC: State Hwy. Commission ✓

ENGR. COOR. OE AE UE
OPE CE RE RPE

October 12, 1970

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

Attention: Hon. Floyd C. Mullen, Chairman

Gentlemen:

This letter is being written as a consequence of our meeting on October 9, 1970, and the purpose is to review the status of the 3rd Street-7th Street (Harrisburg) Section, FAS 773 project.

This project is presently scheduled for bid opening on March 11, 1971. This date may be moved either forward or backward as circumstances dictate.

Status of FAS federal funds as of this date is $199,641. By the first of next year it is anticipated that an additional allocation of approximately $113,000+ will become available thus making your total federal funds approximately $313,000. These funds are over and above the $84,000 of federal funds that have been set aside for the Harrisburg project. At the Linn County Board of Commissioners' meeting of April 29, 1969, your Commissioners authorized the use of $84,000 of federal funds for the above mentioned project. This amount of federal funds will do a $140,000 project and the financial split would be as follows:

$ 84,000	FAS federal funds representing	60%	of project
28,000	County funds.....	20%	" "
28,000	State funds.....	20%	" "
$140,000	Total Cost of Project		

Of this $28,000 County funds, $25,000 will be credited to the County from Harrisburg's Special City Allotment project. This will leave $3,000 of additional deposit monies to be raised. This office has been advised by the City that they could raise additional monies; however, this office will leave this phase entirely up to the County and the City to mutually work out.

At this time only the field estimate is available and, of course, it will change a number of times prior to bid opening. Present estimate is $133,000 and this office is arbitrarily raising this amount to $140,000. The above mentioned estimate allows $45,000 for all railroad work, and this amount may be low when both signals and road work on the tracks are together.

In conclusion, it appears that the $140,000 estimate is reasonable. The County will have approximately $313,000 of uncommitted federal funds, and the City has indicated it is able to pay the necessary additional deposit.

At this point the financial picture does not appear to be unfavorable, so I would propose to proceed in the usual manner. Unless instructed otherwise, Mr. Litchfield will press for two sets of gates and this office will keep you advised as to any changes of estimates. I would suppose that County and City will mutually determine their individual responsibilities.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: Ted Litchfield

Linn.
FAS

Apr 23 Lacon Springs Ct.

August 10, 1970

Mr. Richard Dalke
Linn County Engineer
Courthouse
Albany, Oregon 97321

Re: 3rd Street-7th Street (Harrisburg) Section
Territorial Street
FAS 773
Linn County

Dear Dick,

This is to confirm our telephone conversation concerning the contracting time for subject projects.

Because there has not been time to complete the P.U.C. Order, nor for the railroad companies to complete the agreements and get the material for the signals, the project has been postponed.

Earlier, the City expressed the wish that the street not be torn up all winter, which probably would happen if this project were contracted later this fall.

We are now setting this project for March 11 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldsen
Rural Program Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 11 1970
ENGR. ✓ COOR. ✓ OE ✓ AE ✓ UE
UPE ✓ CE ✓ RE ✓ RPE ☐

HR:ljt

bc: Owen Turner
Frank Terpin

LOCATION - DESIGN APPROVAL

COUNTY: LINN

SECTION: 3rd Street-7th Street (Harrisburg)

FAS NO.: 773

ROAD NAME: Territorial Street

PROJECT DESCRIPTION: Grade, drain, curb and pave 44-foot street section plus railroad signal installations at O.E.R.R. and S.P.R.R. on Territorial Street from 3rd Street to 7th Street in the City of Harrisburg, Linn County.

ESTIMATED COST: $140,000

HIGHWAY COMMISSION APPROVAL: February 3, 1970

HEARING: None required.

STATE CLEARINGHOUSE REVIEW: April 10, 1970

SECTION 204 REVIEW: None required

REMARKS: Combination FAS-C - S.C.A. project.

APPROVED: 8/3 19 70

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
AUG - 4 1970
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Linn Co

A

NOTED
H. S. COX

July 20, 1970
Salem, Oregon
(date)

Hon. Roy Rutherford
The Mayor
City Hall
Harrisburg, Oregon 97446

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 773 (Territorial Street)

Section 3rd Street-7th Street: Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

NOTED
HAROLD
REYNOLDSON

7-21-70
(date)

By Roy Rutherford Mayor

RECEIVED
JUL 22 1970
ENGINEER
COUNTY & CITY DIVISION

By _____
Commissioner

By _____
Commissioner

NOTED
MAINOR C. HOLMES

cc: L. H. Young
Attn: Duane Ridings

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADOW

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
P. R. Arensmeier

NOTED
DON HARWELL

22

B

NOTED
H. S. COX

July 20, 1970
(date)

RECEIVED
JUL 24 1970
ENGINEER
COUNTY & CITY DIVISION

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

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Highway FAS 773 (Territorial Street)

Section 3rd Street-7th Street (Harrisburg): Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
HAROLD
REYNOLDSON

7-22-70
(date)

By Floyd E. Kleeen

By Burl Lindsay
Commissioner

By Eugene A. Erickson
Commissioner

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD BLADORN

NOTED
RICHARD UNREIN

NOTED
P. B. Accountant

NOTED
DON HARWELL

cc: L. H. Young
Attn: Duane Ridings
Noted
Oscar H. Norberg

FAS 773

CHAIRMAN
FLOYD C. MULLEN

COMMISSIONERS
BURL INGRAM
EUGENE A. RICHARDSON

LINN COUNTY
BOARD OF COMMISSIONERS

P.O. Box 100
ALBANY, OREGON 97321

NOTED
H. S. COX

July 15, 1970

County-City Division
O. S. H. D.
Salem, Oregon
Att: Mr. Robert Prange

Re: Territorial St. (FAS 773) from 3rd St. to 7th St.

Gentlemen:

Please be advised that Linn County has considered the social, economic & environmental effects of the location and design of this project. The project is in conformance with the comprehensive plan for the City of Harrisburg, as prepared by the Bureau of Governmental Research & Service, dated October 1967; a copy of the report is enclosed. This street is designated as a major arterial and is abutted by, commercial, industrial, general residential and limited residential.

If you require additional information, please let us know.

Chairman, Floyd C. Mullen

Commissioner, Burl Ingram

Commissioner, Eugene A. Richardson

Enc. 1
RD/vp

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JUL 16 1970
ENGINEER
COUNTY & CITY DIVISION

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R. H. PRANGE

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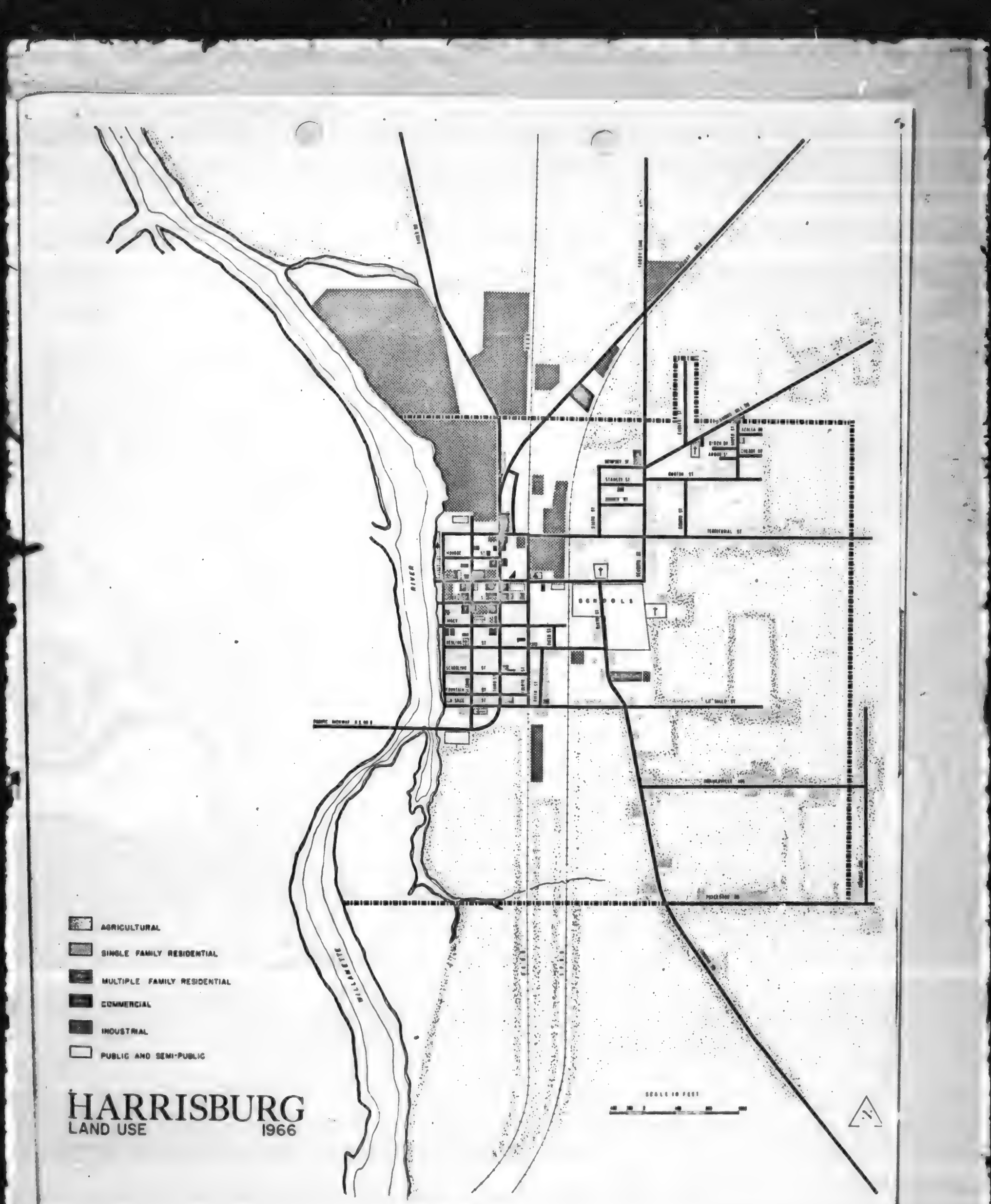
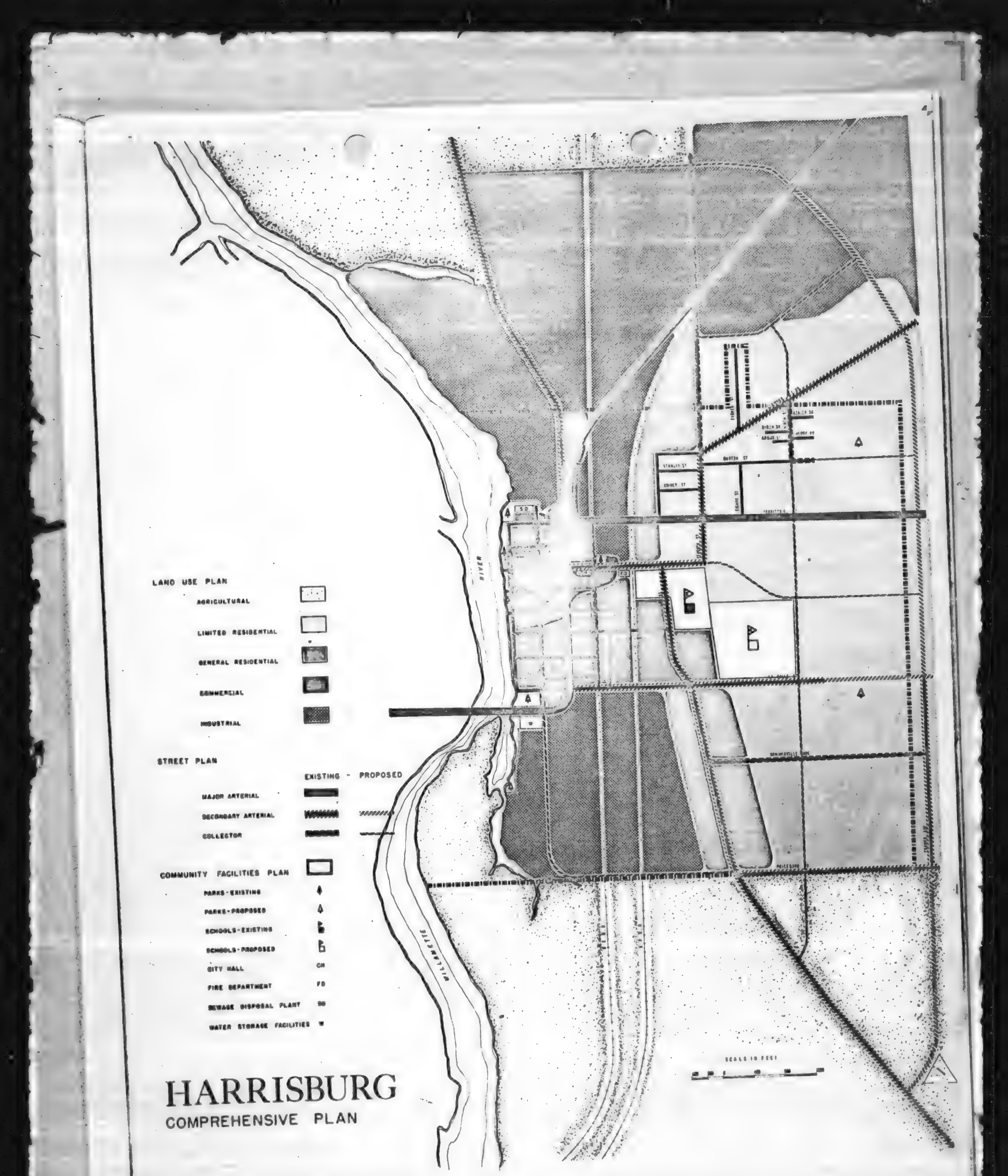
DON HARWELL



HARRISBURG
LAND USE 1966

PLATE 4



HARRISBURG

COMPREHENSIVE PLAN

PLATE 6

RESOLUTION

In accordance with Section 141, Chapter 1, Title 23, United States Code, Linn County does hereby resolve and give the following assurances:

1) that every reasonable effort shall be made to acquire the real property by negotiation;

2) that the construction of projects shall be so scheduled that to the greatest extent practicable no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the State or political subdivision having responsibility for such acquisition; and

3) that it will be the policy of the County, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

APPROVED July 15, 1970

BOARD OF COMMISSIONERS OF Linn COUNTY

BY _____ COMMISSIONER

_____ COMMISSIONER

_____ COMMISSIONER

RECEIVED
JUL 16 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
H. S. COX

Mr. Richard Dalke
Linn County Engineer
Courthouse
P. O. Box 100
Albany, Oregon 97321

July 14, 1970

Dear Dick,

In the matter of the 3rd Street-7th Street (Harrisburg) Section of Territorial Street, FAS 773, please be advised that a public hearing will not be necessary since no additional right of way will be acquired. We do need, however, a signed copy of the enclosed resolution in conformance with Section 35, 1968 Federal Aid Highway Act. By adopting the resolution and making it a part of the County's records, it will be appropriate not only for this project but for all future FAS-C projects in Linn County.

Will you also please send us a statement that Linn County has considered the social, economic and environmental effects of the location and design of the project; and that the County finds that the project is compatible to its planned arterial system. Please refer to any traffic or planning studies made for Linn County or the City of Harrisburg with reference to land use and road systems.

If you have any question or need further information or clarification, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
HAROLD
REYNOLDSON

By:
Robert H. Prange
Rural Engineer

RHP:ljt
Enclosure

NOTED
MAINOR C. HOLMES

NOTED
RICHARD BLADORN

NOTED
P. B. Ammerman

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

NOTED
H. S. COX

MEMO TO FILES
7/1/70

SUBJECT: 3rd Street-7th Street (Harrisburg) Section
Territorial Street
FAS 773
Linn County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of additional right-of-way will not be required. It is proposed to construct a paved street section 44-feet wide between curbs having two 12-foot travel lanes and 10-foot paved shoulders all within the existing 60-foot right-of-way.

2. The project does not have an adverse effect on the abutting property. The project does in fact inhance the abutting property by the installation of curbs, the proper designation of accesses and driveways, and the replacement of existing gravel shoulders with paved shoulders which can be used for on-street parking.

3. The project does not change the layout or function of connecting roads or streets or the facility being improved. No connecting streets will be closed and their continued accesses to the improved facility will be assured by the construction of curb returns and the pavement of all existing street intersections. The existing facility will retain its function as a two-lane two-way street.

Robert H. Prange
Rural Engineer
County and City Department

RHP:ljt
cc: F. B. Klaboe
D. J. Barbee
L. H. Young
R. N. Chase
B.P.R.

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDSON

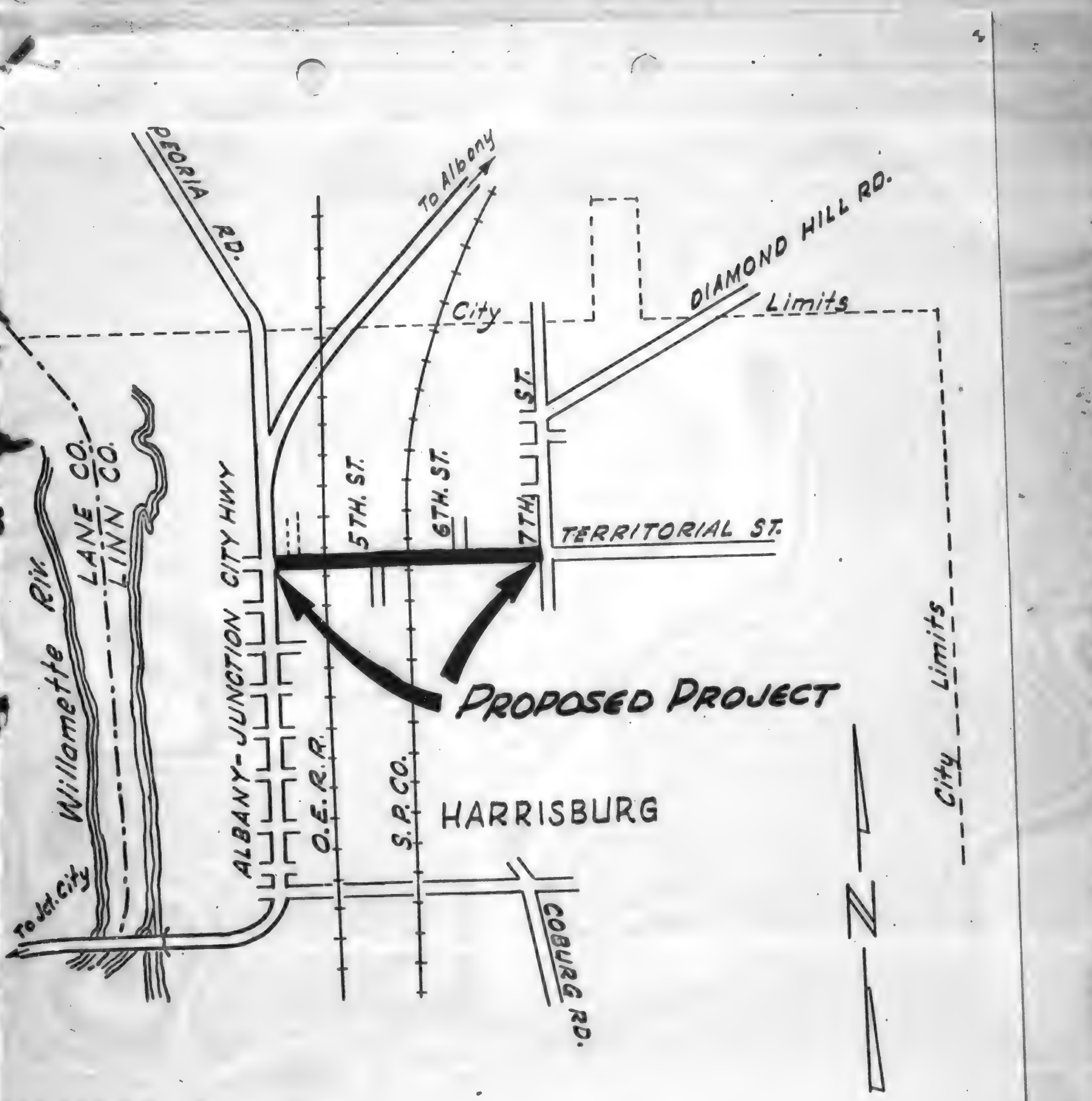
NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
George H. Neyhart

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN



3RD ST.-7TH ST. (HARRISBURG) SEC.
TERRITORIAL ST.
LINN COUNTY

RICHARD DALKE
County Engineer

GORDON B. WALLACE
Assistant County Engineer

OFFICE OF ENGINEER

LINN COUNTY -- ALBANY, OREGON 97321
PHONE 926-1859

RECEIVED
MAY 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

May 1, 1970

Oregon State Highway Department
County-City Division
Highway Building
Salem, Oregon 97310

Hal

Attention: Mr. H. S. Cox

Gentlemen:

The Linn County Board of Commissioners approved expending the sum of $84,000.00 from the FAS fund of Linn County for the construction of Territorial Street (FAS 773).

This was approved at their meeting of April 29, 1970. A copy of the minutes is enclosed for your reference.

Sincerely,

Richard Dalke

Richard Dalke
LINN COUNTY ENGINEER

RD:bms
Encl. (1)

NOTED
HAROLD
REYNOLDSON

28,000
28,000
84,000
140,000

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED ✓
DON HARWELL

As was requested at last week's Commission Meeting, Dick Dalke, Linn County Engineer, and Tony Carapell, appeared with information on road work on 34th Avenue and Ermine Street.

Mr. Wakefield B. Walker, Administrator, Department of General Services, appeared before the Board to discuss the Abundant Food Center. The Board authorized the group of Lebanon people to continue to investigate locations for suitable building. Mr. Pat Blessington to be in charge of this investigation and Mr. Blessington was instructed to be in contact with the Board of Commissioners when suitable quarters were found.

Commissioner Ingram moved the Board of Commissioners recess until 1:30 p.m.

The Board of Commissioners reconvened at 1:30 p.m.

Commissioner Ingram moved the Board of Commissioners procede with the project on Territorial Street located in Harrisburg in the sum of $84,000.00, Counties share of F.A.S. funds. Motion passed unanimously.

Commissioner Ingram moved encumbered funds in the amount of $9,495.00 to be used for parking lots in the Neal and Waterloo Parks be allowed. Motion passed unanimously.

Commissioner Ingram moved the Board allow the bill presented by Continental Construction Company of Corvallis for work done on the East Linn Maintenance Facility in Sweet Home in the amount of $9,199.80. Motion passed unanimously.

Commissioner Richardson moved Daniel M. McCartney be approved as a part time employee at a salary of $2.50 an hour, effective April 15. Motion passed unanimously.

Commissioner Ingram moved a telephone be installed at the Sweet Home East Linn Maintenance Facility. Motion passed unanimously.

Commissioner Mullen moved the contract with Builder's Insulating and Roofing Company of Eugene for repair of the Courthouse roof at a price not to exceed $4,940.00 be approved. Motion passed.

Dick Dalke presented requests for road grading from Helen H. Fehr, P.O. Box 812, Sweet Home, and Ed Lafayette, Jr., Rt. 1, Box 175, Brownsville. Commissioner Ingram moved the signing of these two requests. Motion passed.

Commissioner Richardson moved the County Engineer be authorized to put an 8 Ton Load Limit sign on Green River Estate Road. Motion passed unanimously.

Meeting adjourned at 2:15 p.m.

Commissioner Mullen moved the contract with Builder's Insulating and Roofing Company of Eugene for repair of the Courthouse roof at a price not to exceed $4,940.00 be approved. Motion passed.

Dick Dalke presented requests for road grading from Helen H. Fehr, P.O. Box 812, Sweet Home, and Ed Lafayette, Jr., Rt. 1, Box 175, Brownsville. Commissioner Ingram moved the signing of these two requests. Motion passed.

Commissioner Richardson moved the County Engineer be authorized to put an 8 Ton Load Limit sign on Green River Estate Road. Motion passed unanimously.

Meeting adjourned at 2:15 p.m.

Nancy Kirkpatrick

Nancy Kirkpatrick, Linn County Clerk and
Clerk of the Board of Commissioners.

NOTED
H. S. COX

SALEM, OREGON
April 28, 1970

Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. P. L. Carstensen

3rd Street-7th Street (Harrisburg)
Section
Territorial Street
FAS 773
Linn County

The field survey material has been examined and has been found to beconsistent with the project as requested by the County and approved by the Highway Commission.

We suggest that the center line be shifted 1'± as mentioned by the engineer in his request.

HR

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
DON HARWELL

NOTED
H. S. COX

EXECUTIVE DEPARTMENT

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

April 10, 1970

RECEIVED
APR 14 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 13 1970
PROGRAM & PLANNING
DIVISION

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION PROJECTS--

~~Wheatland Road-Chemawa Road~~ - FAS-C
~~3rd Street-7th Street (Harrisburg)~~ - FAS-C
~~Boone Slough-Nutes Slough~~ - FAS-C
~~Chandler-Landrith Bridge~~ - FAS-C
West 3rd Street (Rogue River)- Maple Creek Section - FAS-C
~~Airport Road-Hilton Road~~ - FAS-C

The above-named projects have been coordinated with the interested state agencies and all concur in them. From a Traffic Safety standpoint, it has been recommended that energy absorbing barriers be installed wherever possible around roadside obstructions. Care must be taken to prevent stream bed encroachment for those sites which are aligned alongside streams. Completion of these projects should result in improved traffic movement over the sections.

Ed

Edward G. Westerdahl, II

NOTED
HAROLD REYNOLDSON

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Elliott Clark

Sig Ti Young
4-13-70
Cox

NOTED
R. H. PRANGE

NOTED
FORREST COOPER
Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
R. L. PORTER

NOTED
DON HARWEI

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 9, 1970

RECEIVED
MAR 10 1970.
ENGINEER
COUNTY & CITY DIVISION

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for seven federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Primary — Wilson River Jct.-N. Plains Section
Sunset Highway

State Administrative District No. 3

Federal-Aid Secondary — Wheatland Road-Chemawa Road Section
FAS 159

State Administrative District No. 4

Federal-Aid Secondary — 3rd Street-7th Street (Harrisburg) Sec.,
FAS 773

Boone Slough-Nutes Slough Section
FAS 585

State Administrative District No. 7

Federal-Aid Secondary — Chandler-Landrith Bridge Section
FAS 255

NOTED
HAROLD

NOTED
P. S. Amorin

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Noted
Oscar H. Norberg

State Administrative District No. 8

Federal-Aid Secondary

West 3rd. Street (Rogue River)
Maple Cr. Section,,
FAS 15-100

Airport Road-Hilton Road Sec.,
FAS 15-107

The estimated date of filing for federal-aid funds on these projects varies from May 1970 to July 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

RECEIVED
APR 8 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

S-448(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171
7609

April 7, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Grade Crossing Improvement
Third Street-Seventh Street
(Harrisburg) Section
Diamond Hill Road - FAS 773
Linn County
YOUR FILE: 911291/321-4

Gentlemen:

This is in reply to your letter dated April 3, 1970, wherein you request detailed plans of the above captioned section.

The field survey for this project has just been completed and the plans that you request will be submitted to you as soon as they are available.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Southern Pacific - San Francisco

cc: F. B. Klaboe (w/copy of SP letter)
H. S. Cox "
D. J. Barbee "
L. H. Young "
R. D. Asburry "
F. W. Sugnet "

RECEIVED
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

B-2660

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

April 3, 1970

911291/321-4

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of February 27, regarding grade crossing improvement Third Street to Seventh Street (Harrisburg) FAS-773.

This improvement will involve our grade crossing C-665.1 and in order for us to proceed with appropriate agreement, will require detailed prints showing extent of improvement and whether street will be curbed so that we may give proper consideration to the location of automatic gates as crossing protection.

We will need this information to prepare the construction agreement as requested in your letter of February 27.

Yours truly,

A. W. Kilborn

Routing
Morgan
Decker
Brand
Walker
Loehrer
Johnson
Peace
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
APR 6 1970
CONSTRUCTION
DIVISION

RECEIVED
MAR 4 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

S-4412(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171
7609

February 27, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

NOTED
F. B. KLABOE

Re: Grade Crossing Improvement
3rd St.-7th St. (Harrisburg) Section
Diamond Hill Road
FAS 773
Linn County
YOUR FILE: 911291/323-3

Gentlemen:

On several previous occasions you have corresponded with the City of Harrisburg and the State Highway Division concerning the installation of crossing gates at the Territorial Street Grade Crossing C-665.1 in Harrisburg.

The State proposes to improve the above captioned section of Territorial Street (Diamond Hill Road) in the City of Harrisburg as a Federal-aid Secondary-County project during the summer of 1970.

It is proposed that crossing gates will be installed at your grade crossing on a 90-10 basis with the Railroad bearing 10% and the public agencies 90% of the installation cost. Inasmuch as the street predates the Railroad in this location, the cost of improving the existing grade crossing surface in the track areas should be the responsibility of the Railroad. The cost of any widening required by the new construction will be borne by the State. The Railroad will be reimbursed for all other expenses generated by this project in accordance with PPM 30-3.

If this is acceptable please prepare a Construction Agreement for this project. Plans will be submitted to you as soon as they are available.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
H. S. Cox
D. J. Barbee
L. H. Young
R. D. Asburry
F. W. Sugnet

cc: Southern Pacific - San Francisco

S-62

S-8660

Southern Pacific Company

January 12, 1970

UNION STATION, PORTLAND, OREGON 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

Routing E

Morgan
Decker
Bond
Walker
Buehme
Swan
Glenn
Litchfield
Gallagher
Stein

911291/323-3

RECEIVED
JAN 13 1970
CONSTRUCTION
DIVISION

Mr. J. E. Streight
Recorder-Secretary
City of Harrisburg
Harrisburg, Oregon 97446

Dear Sir:

Acknowledge your letter of January 8, regarding City and State proposal to improve Territorial Street from Third Street to Southern Pacific Transportation Company's right of way in the City of Harrisburg.

Appreciate your advising this office of your contemplation of improvements and in order for us to know the extent of these improvements, would appreciate being furnished a copy of detailed plans.

In previous years we have attempted to negotiate with the State Highway Department and the city for upgrading the crossing protection. If the plans of the city and the state contemplated improving only up to our right of way, would suggest that further consideration be given to including railroad right of way and crossing areas with the intent of installing automatic gates, the cost of installing gates which could be shared with the city and the State Highway Department. By copy of this letter, am requesting the State Highway Department to advise their concurrence in the improvement.

Since we have not been informed of your proposed improvements, we do not have any plans at the moment for making any alterations to our track areas.

Yours truly,

A W Kilborn

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Copies to: FB KLABUE
HS Cox
RO ASQUITH

DO WE AGREE?

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

5-4-18(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7609

February 27, 1970

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Grade Crossing Improvement
3rd St.-7th Street (Harrisburg) Sec.
Diamond Hill Road
FAS 773
Linn County

Gentlemen:

The State proposes to improve the above captioned section of Territorial Street (Diamond Hill Road) in the City of Harrisburg as a Federal-aid Secondary-County project during the summer of 1970.

The new construction will consist of reconstructing the existing Street to a curbed section 44 feet in width and paved with asphaltic concrete. As a portion of this project we propose to install automatic crossing protection at both your crossing and that of the Southern Pacific Transportation Company east of your tracks. The Southern Pacific Transportation Company has approached both the State and the City of Harrisburg on several previous occasions to install crossing gates at their crossing. Therefore it is suggested that crossing gates be installed at your crossing so that there will be consistent signalization at both grade crossings.

It is proposed that the new signals will be installed on a 90-10 basis with the Railroad bearing 10% and the public agencies 90% of the cost of installation. The Railroad will be asked to maintain these signals at its expense upon completion of the construction. It will also be necessary to improve the existing grade crossing, and inasmuch as the road has prior rights in this area, the cost of improving the existing grade crossing should be borne by the Railroad. The cost of any widening required by the new construction will be borne by the Railroad. The Railroad will be reimbursed for any other costs generated by this project in accordance with PPM 30-3. If these conditions are acceptable, please proceed with the preparation of a Construction Agreement for this project.

Plans for this project will be submitted to you for your review and approval as soon as they are available.

TWL:ss
cc: F. B. Klaboe
H. S. Cox
D. J. Barbee
L. H. Young
R. D. Asburry
F. W. Sugnet

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NO
F. B. KL

Copy To Planner

PREFIX NO. 522-1407

2-19-70

LOCATION PROSPECTUS
HARRISBURG (3rd STREET-7th STREET) SECTION
TERRITORIAL STREET, FAS 773
LINN COUNTY

NOTED
H. S. COX

HIGHWAY: Territorial Street (DiamondHill Road). Federal-aid Secondary No. 773.

TERMINI: Westerly terminus is the intersection of 3rd Street (Albany-Junction City Highway). Easterly terminus is the intersection of 7th Street.

LENGTH: 0.36 mile.

PROGRAM: Special City Allotment funds in combination with FAS-C funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for reconstruction of a city street on present alignment and right of way. No special drainage problems are anticipated.

CHARACTERISTICS: Present ADT is 2,200; projected ADT is 3,740.

STANDARDS: Class A(2). Deviations from State or AASHO standards may be anticipated in vertical grade alignment over railroad tracks.

TYPICAL SECTION: 44-foot curbed street section.

MATERIALS: Commercial sources.

ADD'L FACILITIES: The Oregon Electric Railway and the Southern Pacific Railway will be affected. All crossings will be at grade. Automatic gates are proposed for the Southern Pacific mainline crossing.

AGREEMENTS: Agreements with the City of Harrisburg and Linn County are necessary. A PUC hearing is required.

PARKS: None affected.

February 19, 1970
Attachment
Oregon State Game Commission
R.D. Asburry (4)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S. Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B.L. Gifford
D.J. Johnson
R.E. Olson
Robert Royer
W.H. Tebeau

NOTED
R. H. PRANGE

NOTED
Noted RICHARD UNRE
Oscar H. Norberg

Bureau of Public Roads (3)
Forrest Cooper
F.B. Klaboe
D. J. Barbee
F.L. Hall
Ivan Merchant (4)
F.D. Morgan
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Jack Rowland
C.G. Swenson
F.E. Terpin

NOTED
HAROLD REYNOLDSON

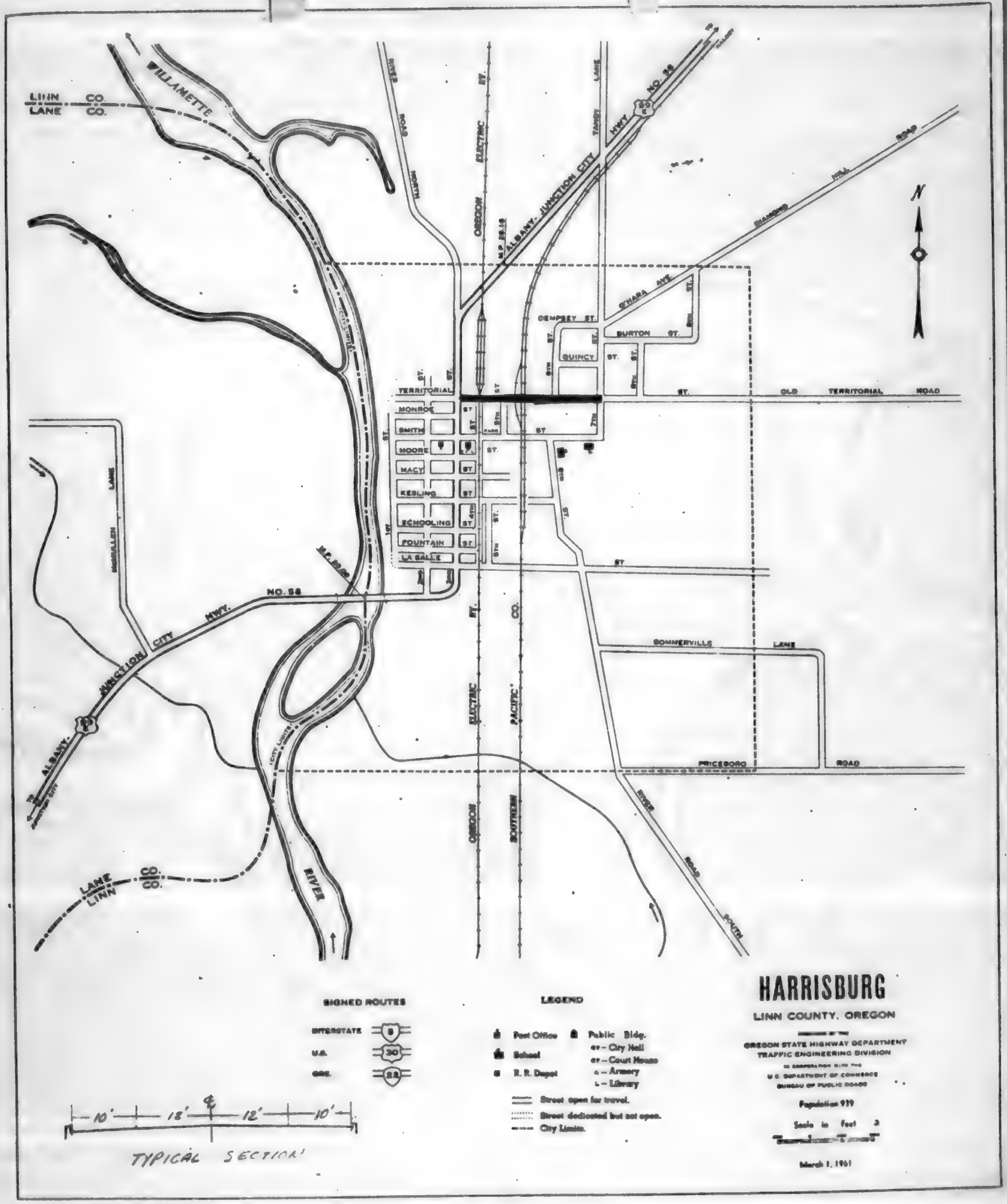
NOTED
MAINOR C. HOLMES

RECEIVED
FEB 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arnesmeier

NOTED
DON HARWELL

F.W. Yarbrough (2)



SIGNED ROUTES

INTERSTATE 5
U.S. 20
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - cr – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HARRISBURG

LINN COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 939

Scale in Feet 0 1000 2000

March 1, 1961

RECEIVED
JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. 773 Date 1-20-70
County Road Name Fourteenth St Diamond Hill Road
Section Name 3rd St - 7th St (Harrisburg) Length 0.34
Type of Project St. Reconstruction & Railroad Crossing Protection
Location of Project (Attach sketch map) Harrisburg
ADT 2100 - 2350 Road Class (Highway Standard) A-2

Is this request for county bridge design only? Yes _____ No _____
or for County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asphalt Width 44'

2. Shoulders: Type _____ Width _____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County ____ County Date of Completion _____ By Contract ✓

4. Bottom Base Course:
By County ____ County Date of Completion _____ By Contract ✓
Has base design been given to County? Yes ___ No ___
Will it be furnished? Yes ___ No ___

5. Leveling Course:
By County ____ County Date of Completion _____ By Contract ✓

6. Binder Course:
By County ____ County Date of Completion _____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion _____ By Contract ____

8. Clearing:
By County ____ County Date of Completion _____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, ~~exposure~~, ~~monolithic~~, special county standard, etc.) Monolithic (See attached sheet)
Width between Curbs 44'

10. Are A.C. footpaths behind curbs desired? Yes ____ No ✓

11. Are there any structures to be replaced or altered? Yes ____ No ✓

12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No ____

17. Does County wish sight posts installed? Yes ____ No ____

18. Does County wish guard rail installed? Yes ____ No ____

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No ____

20. Will traffic signals be required? Yes ____ No ____
If yes, give location and type: _____

21. Is project contingent upon other factors? Yes ✓ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Southern Pacific & S.P.&S. Railroad to participate in cost of Crossing protection. City of Harrisburg to provide funds.

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream _____

2. Name of bridge _____

3. Location (please attach map with location marked): _____
Section ____ Township _____ Range _____ W.M.

4. Desired width of bridge _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No ____
Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

_____

_____

_____

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain _____

_____

_____

_____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes ____ No ____

10. Detour: Required? Yes ____ No ____
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No ____
By Contractor? Yes ____ No ____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No ____
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?
    a. Water mains: Yes ____ No ____ Size _____
       Company _____
    b. Sanitary sewer mains: Yes ____ No ____ Size _____
       Company _____
    c. Storm sewer: Yes ____ No ____ Size _____
       Company _____
    d. Gas mains : Yes ____ No ____ Size _____
       Company _____
    e. Power lines: Yes ____ No ____
       Company _____
    f. Telephone lines: Yes ____ No ____
       Company _____
    g. Other Utilities: _____
       _____

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No ____

17. Does County wish lightpost bases & conduit installed?
    Yes ____ No ____

18. Does County wish complete job of illumination in project?
    Yes ____ No ____

19. Is project contingent upon other factors? Yes ____ No ____
    (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
    If yes, explain: _____
    _____
    _____
    _____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No ____
   By County? Yes ____ No ____
   (NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No ✓

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No ____
   By County? Yes ____ No ____

Remarks re Section III: _____
_____
_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes ____ No ✓

3. Will right-of-way be acquired by: Resolution ____ or Deed ____

4. Should State prepare options? Yes ____ No ____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No ____

6. Should material source site be included in right-of-way descriptions? Yes ____ No ____

7. Is there any merchantable timber on right of way? Yes ____ No ✓

8. Will timber be reserved for owner? Yes ____ No ✓

9. Will timber become property of contractor? Yes ___ No ✓

10. Is a hearing necessary? Yes ____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No ✓
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No ____
If yes, give type and name of utility company: _____
Utilities will be the responsibility of the City of Harrisburg

13. Are utilities on existing right-of-way by permit ____ or by franchise ____
(NOTE: City ~~County~~ must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No ____
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes ✓ No ____

16. Name of Railroad S.P. S.P.&S.

17. Number of tracks: Mainline ____ Siding ____ Total ____

	Mainline	Siding	Total
S.P.	1	2	3
S.P.&S.	1	0	1

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: Gates & signals on S.P.
Signals on S.P.&S.

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ✓

25. Will railroad crossing be altered? Yes ✓ No ____
If yes, specify: Widen

26. Traffic Control Signing:
To be part of project? Yes ✓ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ✓ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ✓ No ____

29. Will P.U.C. application be made by State ✓, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: _____ Section____ Township_____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Aggregates ____
   Location _____
   Miscellaneous Items: _____

Remarks re Section V Materials availale from commercial source

VI. FINANCIAL DATA

1. Estimated Cost: $ 120,000.00
2. Available FAS Funds: $ Sufficient
3. Date match money is available: Now
4. Will there be any 100% County money? Yes ____ No ✓
5. Maximum amount of 100% County money available: $_____
6. Date County requests letting: Summer 1970

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

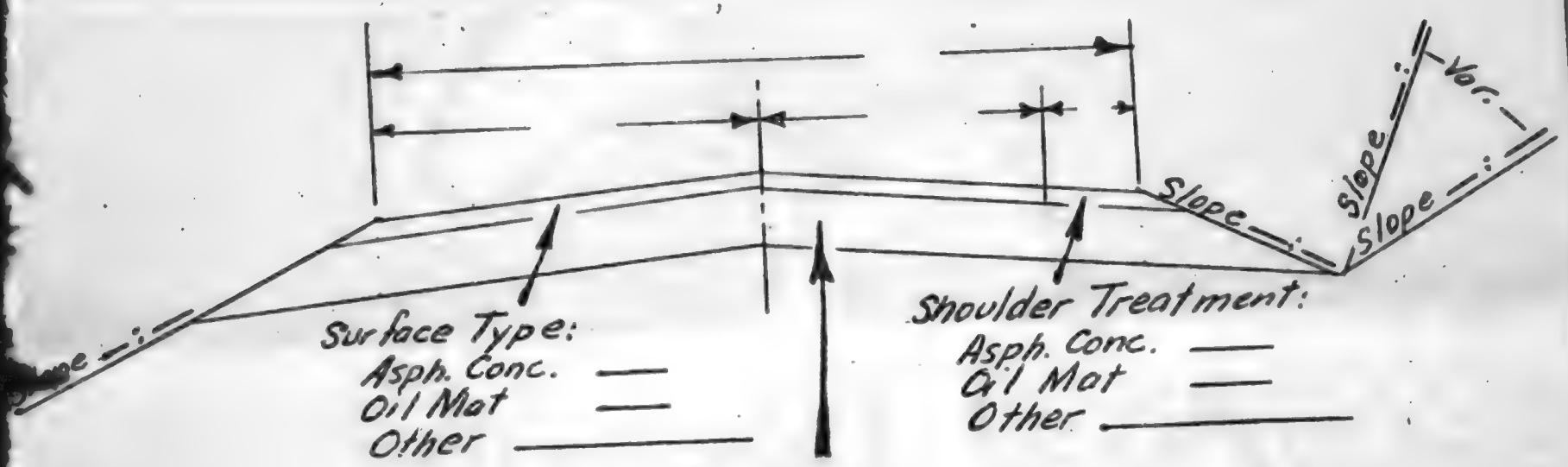
Robert H. Tuttle
O.S.H.D. Field Engineer

Date 1-23-70

County Linn
Date 1-21-70

69-a, FAS-C

TYPICAL SECTION



Surface Type:
Asph. Conc. —
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone —
Asph. Treated —
Cement Treated —

No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter ✓ see attached sheet
Other —

SIGNED ROUTES

INTERSTATE 5
U.S. 20
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

HARRISBURG

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

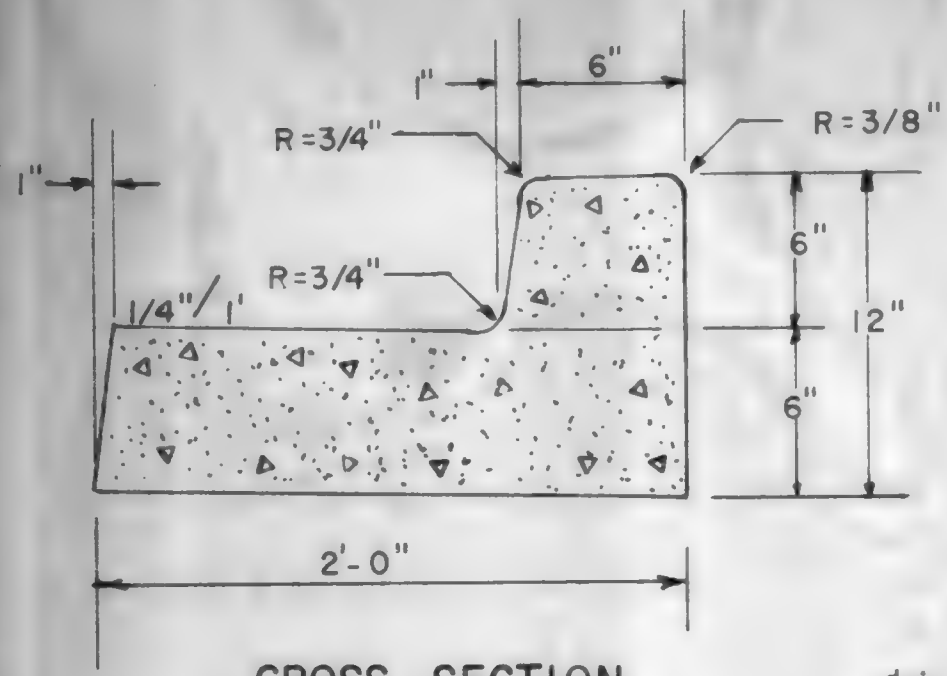
Population 939

Scale in Feet

0 400

March 1, 1961

EXHIBIT A



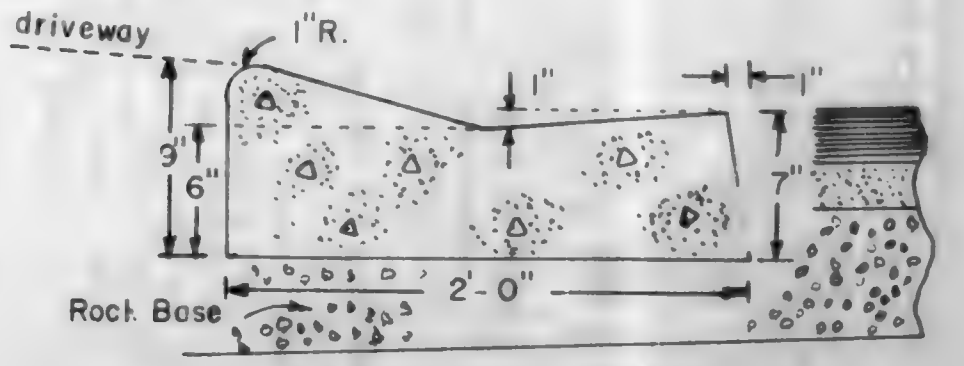
CROSS - SECTION

SCALE: 1 1/2"=1'-0"

NOTE

Place 1/2" Premolded Expansion Joint at 30'/c. At Each Side of Driveways, Catch Basins and other Structures.

Minimum Compressive Strength at 28 Days, 3300 PSI.



ROLL CURB - Cross Section

SCALE: *NTS*

LINN COUNTY ENGINEERS OFFICE	
CURB & GUTTER	
DATE 3-11-69	DWG. 3-69-9
APP'D.	

SCA-70

Southern Pacific Company

NOTED
H. S. COX

January 12, 1970
UNION STATION, PORTLAND, OREGON 97209

RECEIVED
JAN 13 1970
ENGINEER
COUNTY & CITY DIVISION

Routing E

Morgan
Ducker
Bond
Walker
Cochran
Lambert

911291/323-3

RECEIVED
JAN 13 1970
CONSTRUCTION DIVISION

Swan
Glenn
Litchfield
Gallagher
Stein

Mr. J. E. Streight
Recorder-Secretary
City of Harrisburg
Harrisburg, Oregon 97446

Dear Sir:

Acknowledge your letter of January 8, regarding City and State proposal to improve Territorial Street from Third Street to Southern Pacific Transportation Company's right of way in the City of Harrisburg.

Appreciate your advising this office of your contemplation of improvements and in order for us to know the extent of these improvements, would appreciate being furnished a copy of detailed plans.

In previous years we have attempted to negotiate with the State Highway Department and the city for upgrading the crossing protection. If the plans of the city and the state contemplated improving only up to our right of way, would suggest that further consideration be given to including railroad right of way and crossing areas with the intent of installing automatic gates, the cost of installing gates which could be shared with the city and the State Highway Department. By copy of this letter, am requesting the State Highway Department to advise their concurrence in the improvement.

Since we have not been informed of your proposed improvements, we do not have any plans at the moment for making any alterations to our track areas.

Yours truly,

A. W. Killorn

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Copies to: FB Klabue
HS Cox
RO Asbury

Noted
Oscar H. Norberg

NOTED
DON HARWELL

1970 SCA/FAS-C Proj
Harrisburg/Linn Co

Contract 7607

S.C.A. Investigation Data

City of Harrisburg Date 1-7-70 Div. 11
Population: 19__ ____ 19__ ____
Street Territorial St. from Hwy 99E to 7th street

No. previous projects ____
Last project ____ (year)
Total SCA funds $____
Funds/capita $____
Average/capita $____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: 44' feet, R/W width: ____ feet
Remarks: ____

PROPOSED

Surfacing: A.C. ____ Oil ____ Other____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: ____ feet
BASE DESIGN: A.C. ____ inches, Leveling ____ inches, Base ____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ____ mile, ____ feet. Type curb: ____
Remarks: ____

Composite Quantities of 2 Projects — (3 sections of street)

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	6510	.175	11,400
Finishing roadbed & slopes ($1,500)	mile	—		—
Trench excavation	c.y.	170	5.00	850
Watering	M-gal.	140	5.00	700
Level material (3/4-0)	c.y.	630	3.50	2210
Base material	c.y.	4350	3.25	14,300
Asphalt	ton	1410	9.00	12700
Binder	all	all	L.S.	1330
Concrete inlets GZ	each	8	180	1440
Culvert pipe - 8-inch	lin. ft.	20	3.00	60
Concrete curbs Type C	c.y.	111	50.00	5550
12 inch Culvert Pipe	lin ft	620	4.00	2480
36-inch " "	lin ft	10	22.75	230
42-inch " "	lin ft	8	27.50	220
RR Signals & Gates	L.S	-		22,000
				400
			Total	$ 77,370
Perm. signing ($100/intersection)				500
Flagging				500
			Total	$ 78,370
Engineering & contingencies (20%)				15,67
			Total	$ 94,040
City's estimated share of survey				____
			TOTAL ESTIMATED COST	$____

*Items include 10% allowance
Adjust Manholes 4 @ 100 = 400

2 Signalized X-ings
120,000 — 24,000 SCA
24,000 State
72,000 Gov't
0.035 Ni
185± between

95,000 — 19,000
19,000 St
57,000 Gov't

0.16 - 0.23 = 0.07 M.

Harrisburg

length 370'

Gen'l. Exc. $\frac{2(11 \times 2.0 \times 370 \times 1.1)}{27}$ = 665 C.Y. @ 1.75 = $1160

Base $\frac{2(10 \times 1.17 \times 370 \times 1.43)}{27}$ = 460 C.Y. @ 3.25 $1500

Lan. Cs $\frac{2(10 \times 0.17 \times 370 \times 1.43)}{27}$ = 67 C.Y. @ 3.50 $235

Watering 530 X 0.0275 = 15 M-Gals @ 5.00 $75

Binder Cs 0.07 X 2,000 = $140

3" A.C. Pavement 3.7 X 40.1 = 148 Tons @ 9.00 $1330

Conc. Curbs 0.031 X 740 = 23 C.Y. 50.00 $1150

18 Approaches @ 50.00 $900

3 X 8 X 18 = 480 sq yd Dust Pal @ 1.00 $480

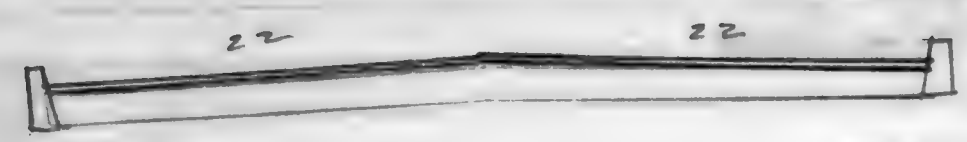
Drainage E. of Tracks 0.18 Mi = 950

12-inch Pipe 90' x-pipe + 510' = 600 @ 4.00 = $2400

4 G2 inlets @ 180 = $720

Trench Exc $\frac{600 \times 3.0 \times 2.0 \times 1.1}{27}$ = 147 C.Y. @ 5 = $740

Hemlock Way – Territorial
6 Th – 7 Th St



0.23 Mi - 0.34 Mi = 0.11 Mi = 580'

Gen'l. Exc. $\frac{580 \times 2.0 \times 46 \times 1.1}{27}$ = 2180 C.Y.

Base $\frac{1.17 \times 580 \times 44 \times 1.43}{27}$ = 1580 C.Y.

Lev. Cs. $\frac{0.17 \times 580 \times 44 \times 1.43}{27}$ = 230 C.Y.

Watering 1810 X .0275 = 50 M-Gals

Binder Cs. #4430 ( ) = #485

3" A.C. Pav't. 5.8 X 88.3 = 510 Tons

Curb 1160 X 0.031 = 36 C.Y.

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1970

SUBJECT: City of Harrisburg
1970 SCA Project

To: Keats Oliver
RESIDENT ENGINEER

The Highway Commission December 23, 1969, approved a 1970 Special City Allotment Program project in Harrisburg.

Oscar Norberg's December 24 tabulation of the 1970 SCA projects is attached as well as copies of the entire file relating to the City of Harrisburg's requested project.

You will note that the project as approved has been shortened. The approved project is between Third Street and the Southern Pacific tracks. This is just the westerly unit of the City's original request. Please note on the project data sheet that the City did not ask for curbs. The estimate was based on curbs as it is a better plan and does a better job of conserving space on the right of way.

Norberg's September 23, 1969, letter to City Recorder J. E. Streight points out that the estimate is based on curbs. This should be clarified with Mayor Roy Rutherford and Mr. Streight. Please do so before getting too involved with the survey. Norberg would likely be willing to accompany you. Once the meeting is set, advise and if available, I will go along.

An Authority for Survey should be submitted at an early date. This survey should be scheduled for right after the survey on Halsey and should be completed in time for the 1970 construction season.

RECEIVED
JAN 6 1970
ENGINEER
COUNTY & CITY DIVISION

R. D. Asburry
DIVISION ENGINEER
by
Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg
cc: D. J. Barbee
Oscar H. Norberg

Attach.

NOTED
P. B Arensmeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

5CA

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
J. E. STREIGHT

POLICE CHIEF,
E. V. ANDERSON

FIRE CHIEF,
LEON HUSTON

City of Harrisburg

HARRISBURG, OREGON 97446

MAYOR, ROY RUTHERFORD

COUNCILMEN
DR. A. D. BELL
MAX SMITH
ROY WILCOX
PHIL VARLEY
B. F. MORGAN
S. L. CRABB

13 October 1969

Mr. H. S. Cox
Oregon State Highway Department
Highway Building
Salem, Oregon 97310
Attention Mr. O. H. Norberg

Dear Mr. Noberg:

This is to inform you that the City of Harrisburg submits that they are willing to participate in the proposed Territorial Street from Third Street to the Southern Pacific tracks project and will be able to pay the costs in excess of $25,000.00.

Very truly yours,

J. E. Streight

J. E. Streight

NOTED
HAROLD
REYNOLDSON

RECEIVED
OCT 14 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
P. H. Arseneau

NOTED
R. H. PRANGE

Noted
Oscar H. Norb

NOTED
MAYOR S. HOLMES

NOTED
DON HARRIS

S.C.A. Investigation Data

City of Harrisburg Date 8/15/69 Div. 2
Population: 19__ ____ 19__ ____
Street Territorial St. from 3rd st. E. to S.P. Main Line

No. previous projects 4
Last project 1965 (year)
Total SCA funds $ 50,458.31
Funds/capita $ ____
Average/capita $ ____

EXISTING

Surface now in place: A.C. x Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: ____ feet
Remarks: [illegible] to be in bitum. Most of [illegible] generally [illegible] of the city. a good [illegible]

PROPOSED

Surfacing: A.C. A.C. Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 44 feet
BASE DESIGN: A.C. 2" inches, Leveling 2" inches, Base 12" inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.16 mile, 845' feet. Type curb: C [illegible]
Remarks: [illegible] 25' S/L of A. I talked to Mr. Morgan [illegible] Mr. Sat. [illegible] the Surface [illegible] the Front page Story here [illegible] the [illegible] [illegible] would be possible to build [illegible] [illegible] [illegible]

Harrisburg 8/15/69
Territorial from
3rd St to SPRR Main L.

0.5 M/L = 0.45

3170 C.Y.

20 C.Y.

230 C.Y.

83 C.Y.

73 M. Gal

705

748 Tons 750 Tons

50' length 0.5 × 40.1 = 20 Tons

Curb (Cts only)

The Project Data Sheets did not ask for Curbs.
My est. included them to conserve space on R/W and it
seemed like a better plan. The letter to them 9-23-69
mentions Curbs. C&H

0.04

0.06

0.08

0.12

0.16

0.22

0.32

Revised Aug. 8/15/69
Tentative

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JUN 15 1969
ENGINEER
COUNTY & CITY DIVISION

SCA

NOTED
H. S. COX

PROJECT DATA, CITY OF Harrisburg Date 14 June 1969

To be financed by Special City Allotment Fund and necessary city funds.

Street name Territorial FAS ?773
(Locate project on attached map.)

Project length 800, 575 for a total of 1375

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: - feet

Remarks This request is for two seperate sections of Territorial

Surface now in place: Oil X Paving ___ Gravel ___

Present surface width: 22 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets:

Are intersecting streets curbed? Yes ___ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: - feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: - feet

Does city desire special type of curbs? Yes ___ No -

Explain:

NOTED
Noted RICHARD UNREIN
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No__X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No_X

Width of sidewalks to be constructed: _-____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.__ S.__ E.__ W.__

_____feet N.__ S.__ E.__ W.__

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

STORM SEWERS . . . . . .

Now in place? Yes_X_ No___

If yes, are they adequate for increased flow? Yes_X_ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No_X_

Show location of outfall on city map.

SANITARY SEWERS . . . . . .

Now in place? Yes_X_ No___ NOTE: City to adjust if required.

If yes, indicate depth of severe from present surface: 4.5 feet

Remarks_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? P. P. & L.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pac. N. W. Bell

Railroad tracks? Yes X No ___

Which company? S. P. & S.

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 1 July 1969

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

Will be less than 1 mile haul

General remarks: _____

By Roy Rutherford
Mayor

By Joe Wright
City Recorder

By _____
City Engineer

5-14-69

R E S O L U T I O N

#149

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Harrisburg is an incorporated city of the State of Oregon and has a population of 1250 as given by the latest official census; and

WHEREAS, the following streets of said city,

Territorial Street between Third Street & S.P. & S tracks

" " " Sixth & Seventh Streets

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JUN 11 1969
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Harrisburg does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate J. E. Streight as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of May, 1969.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Harrisburg at a regular or special meeting of said Council, held on the 14th day of May, 1969, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of June, 1969.

J. E. Streight
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE 5
U.S. 20
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

HARRISBURG

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 939

Scale in Feet

March 1, 1961

106-4234 Eastside (Isthmus Sl.) Bridge 1971
on Coos River Hwy. near Eastside
#7610

7610

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 20, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Eastside (Isthmus Slough) Br.
Maintenance Painting
Resumption of Work

As indicated in my previous telephone call to Mr. Ed Shields, maintenance painting work on the Eastside (Isthmus Slough) Bridge in Coos County has resumed.

Attached is an interim falsework report to cover the resumption of work. The usual falsework status report will be sent to you beginning the first of next month.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
By R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc E. S. Hunter
A. Shirley
D. H. Moehring
E. Ash

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7610

5

4797

FILED
JUN 21 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED ON CARD
6-22-73 KO

June 20, 1973

Goldsmith, Siegel and Engel
Attorneys at Law
375 Boise Cascade Building
Portland, Oregon 97201

Gentlemen:

This is to acknowledge receipt of your claim letter dated June 15. The letter advises that Columbia Industrial and Marine Supplies, Inc., has a claim for materials furnished Powell Roofing and Building Company, Inc., in the amount of $1,370.35.

This appears to be in reference to our Contract No. 7610 for maintenance painting of the Eastside (Isthmus Slough) Bridge on the Coos River Highway in Coos County.

Insurance Company of North America furnished the performance bond on this contract. We will advise them of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

RECEIVED
JUN 22 1973
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED
R. M. GRAHAM
R. M. Graham, Assistant Secretary

NOTED
C. W. HEAD

RMG:fhm
cc Powell Roofing and Building Co., Inc.
1540 Maple
North Bend, Oregon 97459

Robert Sund
P.O. Box 44
Reedsport,
OR 97467

Ins. Co. of N. America
P. O. Box 7903
San Francisco, Calif. 94120

Hon. Clay Myers - Please ackn. receipt of the att. claim on the encl. copy of this letter.

NOTICE OF CLAIM

TO: C.W. Head, as secretary to
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Notice hereby is given that the undersigned Columbia Industrial & Marine Supplies, Inc. has a claim for materials furnished consisting of paint and other supplies used in the preparation of and maintenance painting of the Eastside (Isthmus Slough) Bridge on the Coos River Highway in Coos County, Oregon, pursuant to the provisions of contract #7610 in favor of Powell Roofing & Building Company, Inc.

The amount of claim is $1570.35 against the bond taken from Insurance Company of North America for the work of painting the bridge aforesaid.

Dated this 15th day of June, 1973.

as duly authorized representative of
Columbia Industrial & Marine Supplies,
Inc.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

cc: Powell Roofing & Building Co., Inc.
cc: Insurance Company of North America
cc: Columbia Industrial & Marine Supplies, Inc.

RECEIVED
JUN 18 1973
OREGON
STATE HIGHWAY COMMISSION

4787

FILED
MAY - 4 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-7-73

OREGON STATE HIGHWAY DIVISION

7610

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 2, 1973

RECEIVED
MAY 7 - 1973
STATE HIGHWAY COMMISSION

Goldsmith, Siegel and Engel
Attorneys at Law
875 Boise Cascade Building
Portland, Oregon 97201

Attention: Edward I. Engel

Gentlemen:

This is to acknowledge your letter of April 26 notifying us of a claim of your client, Columbia Industrial and Marine Supplies, Inc., in the amount of $1,570.35 plus interest for the purchase of materials and supplies by Powell Roofing and Building Company.

This claim appears to be against Contract No. 7610 with Powell Roofing and Building Company, Inc., for maintenance painting of the Eastside (Isthmus Slough) Bridge on the Coos River Highway in Coos County.

The Insurance Company of North America, P. O. Box 7985, San Francisco, California 94120 furnished the performance bond on this contract. We will notify all interested parties of your client's claim and will file it with the Secretary of State.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Powell Roofing and Building Co., Inc.
Insurance Co. of North America
Robert Sund
bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

GOLDSMITH, SIEGEL & ENGEL
ATTORNEYS AT LAW
878 BOISE CASCADE BUILDING
1600 S.W. 4TH AVENUE
PORTLAND, OREGON 97201

TELEPHONE 226-4165

ARTHUR A. GOLDSMITH (1884-1965)
SOL SIEGEL
GERSON F. GOLDSMITH
EDWARD I. ENGEL
BRAD LITTLEFIELD

April 26, 1973

Mr. Cecil Head, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Re: Columbia Industrial & Marine Supplies, Inc. vs. Powell Roofing & Building Company

I have been retained by Columbia Industrial & Marine Supplies, Inc. to represent it for a balance due in the amount of $1,570.35, together with interest thereon at the rate of 6% per annum from and after September 11, 1972, arising solely as a result of the purchase of certain materials and supplies by Powell Roofing & Building Company, used in the construction of the Ismuth Slough Bridge in North Bend, Oregon.

Enclosed you will find a copy of a demand letter sent to Powell Roofing & Building Company, demanding payment.

It is my understanding that the contractor, Powell Roofing & Building Company, was bonded on said job by the Insurance Company of North America and therefore, it would be appreciated if you would make demand upon the contractor and its surety for payment to Columbia Industrial & Marine Supplies, Inc., pursuant to the provisions of said bond.

Your prompt attention would be appreciated.

Very truly yours,

Edward I. Engel

EDWARD I. ENGEL

EIE:abk
Enclosure
cc: Powell Roofing & Building Company
cc: Insurance Company of North America
cc: Columbia Industrial & Marine Supplies, Inc., Attention: Robert Auguston, President

APR 27 1973
NOTED
C. W. HEAD

GOLDSMITH, SIEGEL & ENGEL
ATTORNEYS AT LAW
875 BOISE CASCADE BUILDING
1600 S. W. 4TH AVENUE
PORTLAND, OREGON 97201

TELEPHONE 226-4185

ARTHUR A. GOLDSMITH (1884-1965)
SOL SIEGEL
GERSON F. GOLDSMITH
EDWARD I. ENGEL
BRAD LITTLEFIELD

April 26, 1973

Powell Roofing & Building Company
1540 Maple
North Bend, Oregon

Gentlemen:

Re: Columbia Industrial & Marine Supplies, Inc. vs. Powell Roofing & Building Company

I have been retained by Columbia Industrial & Marine Supplies, Inc. to represent it for a balance due in the amount of $1,570.35, together with interest thereon at the rate of 6% per annum from and after the 11th day of September, 1972, arising as a result of your purchase of materials and supplies used in the construction of the Ismuth Slough Bridge in North Bend, Oregon.

Demand is herewith made upon you to pay said sum through my offices within 10 days from the date of this letter, else legal action will be instituted in order to protect the rights of my client.

A copy of this letter is being sent to the State Highway Commission and likewise a copy to the Insurance Company of North America since it is my understanding that you not only agreed to pay Columbia Industrial & Marine Supplies, Inc. for said purchases but in addition entered into a bonding agreement through the Insurance Company of North America with the State of Oregon, wherein you agreed to pay for all materials and supplies used in said construction.

Your immediate action is necessary.

Very truly yours,

EDWARD I. ENGEL

EIE:abk
CERTIFIED MAIL - RETURN RECEIPT REQUESTED

cc: Mr. Cecil Head, Secretary, Oregon State Highway Commission
cc: Insurance Company of North America
cc: Columbia Industrial & Marine Supplies, Inc., Attention: Robert Auguston, President

GOLDSMITH, SIEGEL & ENGEL
ATTORNEYS AT LAW
875 BOISE CASCADE BUILDING
1500 S. W. 4TH AVENUE
PORTLAND, OREGON 97201

TELEPHONE 226-4185

ARTHUR A. GOLDSMITH (1894-1965)
SOL SIEGEL
GERSON F. GOLDSMITH
EDWARD I. ENGEL
BRAD LITTLEFIELD

April 26, 1973

Insurance Company of North America
c/o Robert C. Sund
P.O. Box 46
Reedsport, Oregon

Gentlemen:

I have been retained by Columbia Industrial & Marine Supplies, Inc. to represent it for a balance due in the amount of $1,570.35, together with interest thereon at the rate of 6% per annum from and after September 11, 1972, arising as a result of the purchase of materials and supplies by Powell Roofing & Building Company, used in the construction of the Ismuth Slough Bridge in North Bend, Oregon.

It is my understanding that you issued a bond on behalf of said contractor, providing among other things, that all suppliers would be paid all sums due.

Enclosed you will find copies of my letters to Powell Roofing & Building Company and the State Highway Department, relating to this matter.

Demand is herewith made upon you as surety for immediate payment of said balance. If you have any claim forms that you require in order to perfect this claim, then please furnish the same immediately to me.

This will further serve to notify you that in the event satisfactory arrangements are not made to pay said balance within 10 days from the date of this letter, then legal action will be instituted in order to protect the rights of my client.

Very truly yours,

EDWARD I. ENGEL

EIE:abk
Enclosures
cc: Powell Roofing & Building Company
cc: Mr. Cecil Head, Secretary, Oregon State Highway Department
cc: Columbia Industrial & Marine Supplies, Inc., Attention: Robert Auguston, President

S

7610

May 2, 1973

Insurance Company of North America
P. O. Box 7985
San Francisco, California 94120

Gentlemen:

On April 16, 1973, the final payment in the amount of $3,750.68 was mailed to Powell Roofing and Building Co., Inc., covering Contract No. 7610 for maintenance painting of the Eastside (Isthmus Slough) Bridge on the Coos River Highway in Coos County.

The total contract amount is $44,708.72 including $440.95 for work performed under force account.

Very truly yours,

C. A. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

Bon
cc Powell Roofing and Building Co., Inc.
1540 Maple
North Bend, Oregon 97459

Robert Reed
P. O. Box 46
Brookings, Oregon 97415

C. T. Keaney
Walt Hart
V. R. Skeeg Attn: Dick Hacek
Alfred Shirley

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
APR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7610

April 27, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Eastside (Isthmus Slough) Bridge
near Coos Bay, Oregon
Contract 7610
Maintenance Painting

My letter of November 1, 1972, indicated winter shutdown of maintenance painting on this structure because of inclement weather.

We anticipate that with the improvement of weather, this work will resume soon. As was the case last year, the arrangement of contractor's equipment on the span and the necessity of cleaning sandblasting materials from the machinery prior to opening the span to river traffic, make opening on call impractical. It is, therefore, requested that you again approve a two-hour prior notice for opening of the span. Such notice should be in effect for the period July 16 through October 31, 1973.

The Oregon Department of Environmental Quality and the Federal Environmental Protection Agency have imposed the following requirements on this work for the 1973 season:

1. Contractor shall provide a means of control and dispersal or removal of fallout material accumulating on the surface of the water as a result of either cleaning of the structure or painting of the structure.

2. Fallout material coming to rest on the deck or sidewalk of the structure shall be removed from the structure and disposed of in a manner not unsatisfactory to the engineer or the County Health Department.

NOTED
E. S. HUNTER

3. Disposal of liquid waste resulting from cleaning of tools shall be disposed of in a manner not unsatisfactory to the engineer or the County Health Department.

These requirements will be applied to this project.

Submission of monthly status reports resume as soon as the work begins.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

RWE:dh

cc E. S. Hunter
C. T. Keasey
D. H. Moehring
Alfred Shirley
Eugene Ash

7610

March 20, 1973

Powell Roofing and Building Co., Inc.
1540 Maple Street
North Bend, Oregon 97459

Gentlemen:

Your request for a time extension of 107 days on Contract No. 7610 for work on the Eastside (Isthmus Slough) Bridge Section of the Coos River Highway in Coos County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, including price agreements, an extension of 34 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
H. S. Coulter
C. W. Head
C. T. Keasey
V. E. Skoog
J. H. Versteeg
E. H. Ash
V. L. Gallagher

JAB:fw dpy

OREGON STATE HIGHWAY DIVISION

7610

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Eastside (Isthmus Slough) Bridge
Contract No. 7610

Powell Roofing and Building Company has requested a 107-day extension of their contract time on the subject project to a new completion date of October 27, 1972. At your May 16, 1972 meeting, you approved a 49-day extension based on a delay the contractor encountered in obtaining proper insurance coverage. This project was for maintenance painting of the steel structure with a contract amount of $37,300.

It developed that the informational quantity of steel to be painted as given in the contract special provisions was low. The contractor pursued a claim on this issue and ultimately appeared before the Highway Claims Review Board in July 1972. The Board sanctioned some additional compensation to recognize the actual steel tonnage to be painted, plus payment for added painting of the bridge lift machinery and some time extension to recognize the larger amount of painting to be performed. It was the hope then that the contractor would complete all the painting in the 1972 season. He worked intermittently until October 30 and had not painted the entire structure but had accomplished the amount of work represented by the original informational bid quantity of steel and had done the added painting of the machinery.

After allowing for ordered stop work periods over the Labor Day weekend and the winter season shut down, 33-1/2 days of liquidated damages had accrued at the rate of $50 per day.

It has now been determined to be in the State's best interest to consider the contract complete as of October 27, 1972. An agreement has been reached with the contractor to adjust the payment back downward accordingly and consider the contract complete with no further claims. In reaching this agreement, it was the intent of both sides that no liquidated damages for late completion be assessed. I have therefore approved a 34-day extension of time which would delete all liquidated damages. Your concurrence in this time extension and the termination of the contract as of October 27, 1972 is requested. This was a State project.

This matter was approved by Chairman Jackson by phone on March 16 and will be on the agenda for confirmation at the April 17 meeting.

minute

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
S. H. Coulter
C. T. Keasey
J. H. Versteeg
V. L. Gallagher
V. E. Skoog
Gary Ross
Gary Sund

JAB:fw dpy

NOTED
C. W. HEAD

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7610 Contractor POWELL ROOFING & BUILDING CO., INC.

Highway COOS RIVER

Section EASTSIDE (ISTHMUS SLOUGH) BRIDGE

Kind of Work MAINTENANCE PAINTING

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend 34-day time extension which includes 15-1/2 days dor added machinery painting covered by P.A. 1 and balance as part of consideration associated with P.A. 2 to readjust steel painting work.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7610
Project designation	State (State—Federal)
Date awarded	June 28, 1971
Work started	August 16, 1971
Per cent completed	(Date)
Specified completion date	October 31,1971
Previously extended to	Sept. 23, 1972
Extension requested to	October 27, 1972

Form E-320—SM—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date 1 February, 1973

Gentlemen:

We, the undersigned, respectfully request an extension of 107 days time, from August 17, 1971, to October 27, 1972, within which to complete our Contract No. 7610, described as follows:

Maintainance painting Isthmus Slough Bridge.

The above request is based upon the following reasons:

See attached letter

Respectfully submitted,

Powell Roofing & Building Co. Inc.,
Contractor

By Charles F. Powell

Charles F. Powell President

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

State Printing 97813

FORM E-30 (REV. 10-68)

RECEIVED STATE HWY ENGR
MAR 12 73
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Approved 3/9/73
Asst. State Hwy. Engr.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Eastside (Isthmus Slough) Bridge
Painting
Contract No. 7610
Request for Time Extension and
Termination P.A. No. 2

FROM:
John A. Bond
Construction Administration Engineer

Bids on this project were opened June 24, 1971 with four bids, three of which were more than twice the amount of the low bid from Powell Roofing and Building Company, with whom the State subsequently entered into a contract in the amount of $37,300. Since then, the project has had a long and troubled history. This has included a Claim Board review with the contractor on July 19, 1972 and correspondence in January, 1973 via the Ombudsman and our Administrator.

The Claims Board's action resulted in Price Agreement No. 1 which provided for additional compensation to the contractor on a pro-rated basis for a higher amount of steel tonnage to be painted than was indicated in the informational quantity given in the special provisions (272 tons versus 226 tons) plus additional compensation which the contractor had requested for painting machinery which was not included in the original contract. The third item at issue then was contract time and the Board sanctioned a 15-1/2 day time extension which was to be covered separately in the usual way as a requested time extension. This time extension was never officially granted as the contractor never submitted the proper form request. Pertinent dates on the chronology of the project are shown on the attached sheet.

The contractor resumed work August 24, 1972, worked intermittently until October 30, but still did not complete the painting. The weekly reports show the contract 85 percent complete. In effect, the contractor accomplished only about the original painting package of work, or the equivalent of 226 tons (plus the machinery). The uncompleted work has been determined to be the equivalent of what we have already acknowledged as upward adjustment under Price Agreement No. 1.

The decision has apparently already been made as indicated in Mr. Baldwin's January 24 letter to the Ombudsman that in view of this history, the State would accept the contract as completed "as is".

BP*92475-734

Price Agreement No. 2 which is attached for your approval would do this. This in effect changes the contract back to the original $37,000 lump sum bid item for painting by eliminating the tonnage adjustment covered on Price Agreement No. 1 and then further agrees that it will settle all claims and the contract is to be considered completed. Price Agreement No. 2 appears to me to be proper to accomplish what seems to be our overall intent at this stage.

This then just leaves the time matter to be cleared up. The contractor submitted the attached request for extension forms which you will note do not show consent of surety. This was pointed out to the contractor already by our field people and he for unexplained reasons refused to do this. Since with the approval of Price Agreement 2, the contractor will not be doing any further work, I don't see where consent of surety is essential on the time request. The contractor will not be committed on into the future for additional work performance over and above what has already occurred.

The project has been under a stop work order since October 27, 1972 and 33-1/2 days of liquidated damages have theoretically accrued. Although Price Agreement No. 2 makes no reference to time, I think the record indicates that the intent of all concerned in executing it is that no liquidated damages are to be assessed against the contractor. We therefore recommend that a 34-day time extension be processed. Rough draft letters for the Commission and contractor on this basis are attached. This was a State project.

JAB:fw
Attachments
cc V. L. Gallagher

Bid 10,498.43
37,500

3/12
Paid 10,958.04
Retain 1865
Held. — 2925.00
$ 42,417.77 work to date. —

POWELL ROOFING & BUILDING CO., INC.

TELEPHONE 756-4258
1540 MAPLE STREET
NORTH BEND, OREGON 97459

2 February, 1973

Oregon State Highway Department
845 North Central
Coquille, Oregon

Attention: Resident Engineer

Subject: Time Extension For Contract #7610 Painting Isthmus Slough Bridge

Gentlemen,

Since agreement has been reached between our firm and the State Highway Department with regards to the above contract and its final disposition. We are hereby submitting this time extension request to clear up any penalty time that may presently be in question at this time.

Our firm requests a total extension of 107 days with reference to the below listed items:

1. 17 days extension for work done on gears as per August 7th, 1972 letter State Highway Commission.
2. 17 additional days for tonage already completed to date on forced account work (pertaining to 46 additional tons of steel). There remains a balance of 30 tons not yet completed on the entire project.
3. 3½ days for Labor Day shutdown as per State Highway letter dated August 28, 1972.
4. 13 days lost to weather conditions during the work period from June 28 to October 31, 1972.
5. 24 days lost time due to equipment setups and removals for years 1971 - 1972.
6. re-instatement of 36 days previously applied for under our February 1st, 1972 time extension request.

Total Days 110½

Enclosed for reference material is a copy of our previous time extension request, 5 copies of our current time extension request, reference material from Mr. Robert Oliver.

Thank you,

Charles F. Powell
President
Powell Roofing & Building Co., Inc.

CP/np

7610

March 14, 1973

ESCO Corporation
2141 N. W. 25th Avenue
Portland, Oregon 97210

Attention: Gerald R. Walker
General Credit Manager

Gentlemen:

We have your Memo of March 9 asking the status of your claim against Powell Roofing and Building Company, Inc., on Contract No. 7610 in Coos County.

Our Bridge Office informs us that this project is shut down for the winter and it is anticipated that this maintenance painting should be completed in June of this year.

Your claim in the amount of $1,806.74 was filed with the Secretary of State on April 26, 1972 and assigned his File No. 4660.

As you probably know, the contracts are covered by a 100 percent bond which assures the State of completion of the contract and also for the payment of all bills for labor and materials used.

In our last letter, we sent you Excerpts from Oregon Revised Statutes Relating to Public Contracts, Bonds; Actions on Bond.

In other cases similar to yours we have suggested that they contact their Attorney. You might wish to do the same.

We are forwarding a copy of your Memo to the surety which furnished the performance bond on this contract.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

CWR:ks
cc Insurance Co. of North America
Powell Roofing and Building Company, Inc.
Robert Sund

ESCO CORPORATION

TO Oregon State Highway Div. Atn. Mr. Head AT Salem, Oregon

SUBJECT Powell Roofing and Building Co., Inc. DATE March 9, 1973

Attention: Mr. Head:

Dear Mr. Head:

I am attaching a copy of your letter to me dated October 5, 1972, reagrding Powell Rooding and Building Co,, Inc. Please advise me as to the status of this company at the presant time, and inform me when I may expect payment.

Thank you.

PLEASE REPLY TO ——→ SIGNED ESCO CORPORATION

Gerald R. Walker
General Credit Manager

/pb

Attached

RECEIVED
MAR 12 1973
STATE HIGHWAY DIVISION

NOTED
C. W. HEAD

DATE SIGNED

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY.

Form No. 79-03261-71

7610

January 24, 1973

721

Mr. Bob Oliver, Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Bob:

Powell Roofing & Building Co.
Contractor for Isthmus Slough Bridge
Maintenance Painting Project
Contract 7610

In reply to your letter of January 3 concerning the subject project, the correct amount due the contractor for work completed by November 10, 1972, (Estimate No. 7) is $2,829. plus $1,865. in retainage which is normally held until all work is completed. The $2,829 was withheld from the contractor pending receipt of project liability insurance and a time extension request to cover an overrun of contract time.

The project has been under a stop work order since October 27, 1972, because of continued unsuitable weather for painting. The only work remaining is the painting of approximately 40 tons of steel which is work in addition to the original contract and which the contractor has agreed to perform for a lump sum of $6,552 on a price agreement basis.

In violation of the terms of the contract, the contractor has not maintained liability insurance since August 13, 1972. The contract is presently overrun by 34 days which would amount to liquidated damages totaling $1,700. Such damages

have not been assessed to date because a request for extension of time was expected momentarily from the contractor. Although the contractor was notified on September 28, 1972, that the time extension request would be approved, he refused to complete and submit the forms.

Since the contractor has completed the original contract work, it now seems prudent for the State to accept the contract as completed and do the price agreement work by State forces or by another contract. This would mean that the contractor would be paid the amount of Estimate No. 7 plus the retainage, provided he submits the required 34-day request for extension of time; otherwise the amount due the contractor would be $1,700.00 less than the above amounts.

We are attempting to bring about a satisfactory conclusion to this contract in the above manner but the cooperation of the contractor is necessary to accomplish this result.

Sincerely,

George M. Baldwin
Administrator of Highways

RJW/dh/ag 1a

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. J. Hart
L. H. Young
V. E. Skoog
J. H. Versteeg
E. H. Ash
L. I. Lindas

STATE OF OREGON

INTEROFFICE MEMO

TO: George Baldwin
Director of Highways

DATE: January 3, 1973

FROM: Bob Oliver
Ombudsman

SUBJECT: Powell Roofing and Building Company

Klabse
draft ltr
OMB
1-3-73

On January 2, 1973, Mr. and Mrs. Powell visited the office. They operate the Powell Roofing and Building Company, Inc., at 1540 Maple Street, North Bend, telephone 756-4258.

The Powells are disputing Highway Division policy with regard to contract number 7610, providing for blasting and painting of the East Side (Isthmus Slough) Bridge. They say they have discussed the matter with regional engineers, but to no avail.

In short, Powell says he is owed about $4,000 for extra work that he already has done, but he needs this money to pay off subcontractors before he can finish performance on the contract. The regional engineers tell him he must go ahead and finish the project before getting any payment.

I believe the Powells understand that any disputes over interpretation of a contract, or sufficiency of performance, ultimately must be resolved by the courts. They asked that the matter be brought to your attention, so if the division is in error, it can be corrected more expeditiously.

RECEIVED
STATE HWY ENGR
JAN 3 '73
REFER TO
Johnson
FOR
Info | Invest | R/D | DR | Sign | Act | File
✓

RECEIVED
JAN 3 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JAN 5 1973
BRIDGE DIVISION

RECEIVED
JAN 4 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

1-125-3016

S

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

7610

January 29, 1973

NOTED
A. E. JOHNSON

Mr. and Mrs. Powell
1540 Maple Street
North Bend, Oregon

Dear Mr. and Mrs. Powell:

I'm sorry for the delay in responding to your inquiry, but I finally have some information from the Highway Division. The Administrator of Highways says the amount due Powell Roofing and Building Company for work completed by November 10, 1972 (Estimate No. 7) is $2,829, plus $1,865 in retainage which is normally held until all work is completed. The $2,829 was withheld pending receipt of project liability insurance and a time-extension request to cover an overrun of contract time.

The Administrator says the project has been under a stop-work order since October 27, 1972, because of continued unsuitable weather for painting. The only work remaining is said to be the painting of approximately 30 tons of steel, which is work in addition to the original contract -- and which he says your company has agreed to perform for a lump sum of $6,552 or a price agreement basis.

The Administrator says your company has not maintained liability insurance since August 13, 1972, as required by terms of the contract. He said as of January 24, 1973, the contract was overrun by 34 days, which would amount to liquidated damages totaling $1,700. Such damages have not been assessed to date because a request for extension of time was expected momentarily from your company. Although your company was notified on September 28, 1972, that a time-extension request would be approved, the completed forms were never submitted.

The Administrator says that since your company has completed the original contract work, it now seems prudent for the state to accept the contract as completed and do the price agreement work by state forces or by another contract. This means your company would be paid the amount of Estimate No. 7 plus the retainage, provided a required 34-day request for extension of time is submitted. Otherwise, the amount due your company would be $1,700 less than the above amounts.

The Administrator said he is attempting to bring about a satisfactory conclusion to the contract as described, and he welcomes direct contact from you.

Sincerely,

Bob Oliver
Ombudsman

COPY

RECEIVED
JAN 30 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RMO:sc
bcc: Leo Baldwin

RECEIVED
JAN 17 1973
7610

A E Johnson 5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 17, 1973

TO Mr. J. H. Versteeg
Regional Engineer
Region 3

FROM ORIGINAL SIGNED
R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Termination of Contract
Eastside (Isthmus) Slough Bridge
Contract 7610

NOTED
A. E. JOHNSON

Powell Roofing and Building Company, contractor on the subject project, has completed all contract work but has not completed painting the structural steel covered by price agreement.

The contractor's original liability insurance policy expired August 13, 1972, and since that time there has been no approved insurance in effect at the job site where the contractor still has equipment and material stored.

Although the contractor was notified on September 28, 1972, that a time extension request would be approved, he has refused to complete the forms and submit them. The contract is presently overrun by 34 days which would amount to liquidated damages totaling $1,700. Such damages have not been assessed to date because the time extension request was expected momentarily from the contractor.

The only work remaining is the painting of approximately 40 tons of steel by price agreement. Since the contractor has completed all of the original contract work, and there is now some doubt that he will be in a financial position to complete the work, I recommend that the State accept the contract as completed and do the price agreement work by state forces or by another contract. This will allow writing a final estimate on the subject contract.

If the contractor has not done any of the price agreement work, the estimate should indicate this. If some of the price agreement work has been completed, a new price agreement should be written which will cover the amount of work completed and cancel the present price agreement.

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JAN 18 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The contractor will be required to submit a request for extension of time for the present 34-day overrun period as a matter of formality to eliminate charging liquidated damages in the amount of $1,700.

Please contact the contractor regarding completion of the contract in the above manner.

Once the time extension request forms are submitted and the contractor has removed all of his equipment and materials from the job site, the final inspection can be made and the contract finaled out in the normal manner.

RJW/ag

cc A. E. Johnson
E. S. Hunter
V. E. Skoog
L. H. Young
E. Ash

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FOR FILING

1-8-73

7610

SUMMARY OF 1972 CLAIM REVIEW BOARD ACTIVITIES

The Board met 13 times during the year and seven of these meetings were with contractors to hear claims presented in the total amount of $539,619. The largest of these concerned the Fremont Bridge Piers and this claim had been pending since 1970 meeting with the contractor.

The remaining six claims were all new presentations. At the end of the year, the Board had taken a position on all of them and has no unfinished business before it at the present time.

Three claims were denied in their entirety.

Settlements were secured on three claims. Total amounts specifically claimed on these three was $82,572. Compromise agreements were reached on these three claims totaling $45,407 or 55 percent of the amounts originally claimed. A list of the 1972 claims is attached.

Contractors chose to carry two of the claims from the year previous (1971) on into court actions. The Fountain Slide claim trial was held in 1972 and the State's position was upheld in that the court allowed the contractor nothing. The Wilsonville (Lord Bros.) claim has been filed in court with a trial expected some time in 1973.

Since its first meeting in October, 1967, the Claims Board has heard disputes involving 38 highway contracts.

John A. Bond, Secretary
Claims Review Board

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STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JAB:fw
Attach.
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. I. Lindas
V. E. Skoog

1972 CONTRACT CLAIMS
SUBMITTED TO CLAIMS REVIEW BOARD

Contract Number	Section	Claim Amount
7124	Fremont Bridge Piers (2nd presentation)	$242,922.69
	Denied. (carried over from 1970).	
7610	Eastside (Isthmus Slough) Bridge	Wanted a force account basis to finish plus $6,967.77 for added work.
	Settled for pro-rated steel tonnage correction = $7,530.66 + $6,967.77 as requested.	
7555	Longview Interchange Section	$ 62,388.18
	Compromise settlement for $30,000 plus time extension.	
7323	Sunset Highway-Beaverton	$143,087.00
	Denied	
7627	Nehalem Bay State Park	$ 13,216.00
	Settlement for $8,439 and terminate contract.	
7366	McAlister Lane U'Xing	$ 40,281.68
	Paid $429.83 on one part; denied rest.	
7577	Siletz River (Kernville) Bridge	$ 30,756.08
	Denied.	

JAB:fw
January 8, 1973

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FORM S-30 (REV. 10-69)

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 6, 1972

To: MEMO TO FILE

SUBJECT: Eastside (Isthmus Slough) Br.
Maintenance Painting
Contract No. 7610

I phoned Mr. Powell, contractor on the above job, this morning at the request of Eugene Ash. After a long discussion, I picked up the following information or conclusions:

1. Mr. Powell has urged his insurance company to supply a copy of his new liability policy without success. If not forthcoming in immediate future, he will remove all remaining equipment and materials from bridge.

2. He has two pending law suits coming up in the next week or two. If these cases do not go in his favor, he feels he will not have the capabilities to finish the contract. The reason for this is that he is operating (painting) at a loss and does not have reserves to continue.

3. Powell is holding off submitting an extension of time request (over our objections) because he is certain he cannot obtain consent of surety at this time. Also, if he loses his lawsuits and the company goes under, he couldn't care less about extra time.

Mr. Powell still feels we should both release his last two estimates and pay for the remaining painting on the structure on a "cost plus" basis. I informed him the State would release his estimates upon receipt of proof of insurance and request for extension of time. I again told him there is no logical basis

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DEC 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

on which we could pay him for remaining work other than extension of theoretical unit price.

Our conversation was carried on in a friendly manner and I let him know we sympathized with him and stand ready to help him in any way possible.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson
Walter J. Hart
E. H. Ash

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7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 1, 1972

SUBJECT: Maintenance Painting
Eastside (Isthmus Slough) Br.
Contract No. 7610

To: MEMO TO THE FILE

Hal Versteeg, Eugene Ash and I met with the contractor, Charles Powell, on the above project on November 21, 1972 to discuss general difficulties with this contract.

The first issue brought up was Powell's liability insurance which had expired August 16, 1972. Powell showed us a policy he received from his underwriter renewing through August, 1973, and covering all his equipment. This is to be revised to cover only the bridge painting job, however, and he will supply a copy to us when received.

Mr. Powell stated he felt he was treated unfairly at the meeting held in Salem when he was presented with the decision on extra tonnage, etc. from the Claims Review Board. He still feels he should be paid on the Force Account basis for the extra tonnage and apparently is still hoping we will go this way on the approx. 40 tons of steel remaining to be painted. He was given no encouragement on this line of thinking.

Powell also expressed displeasure with having to wait eleven months for payment for machinery painting. His feeling is that an interest payment on this amount is in order. Perhaps some consideration should be given to this.

Powell and his wife volunteered the information that the company is being liquidated to cover losses incurred in the performance of this contract. He has unconfirmed figures showing his costs are almost double what he is receiving under the contract for the cleaning and painting operation. He stated, however, he fully intends to complete his obligation next year unless he completely exhausts his reserves. In this case, he would be forced to fall back on his bonding company.

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Powell expressed nothing but respect for both Gene Ash and the inspector, Duane Kirby. He is not blaming any of his discontent on the treatment he has received in the field. I asked Mr. Powell directly if he felt there was anything more we could or should do to assist him with the completion of the project. His answer was "no", unless we could offer money.

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson
Walter J. Hart
Eugene Ash
Powell Roofing and Building Co.

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1972
FORM E-99 (REV. 10-69)

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 17, 1972

To: Mr. Walter J. Hart
Bridge Engineer
S A L E M

SUBJECT: Isthmus Slough
Bridge Maint. Painting
Contract No. 7610

NOTED
A. E. JOHNSON

We have not yet received a time extension request from Powell, contractor on the above project. The status of time is as follows:

On September 23 the contract time, including 49 days allowed because of insurance problems, ran out.

October 27, Powell was written a shut-down order for the winter. This amounts to an overrun of 4 days.

Powell was promised 17 additional days to permit painting of machinery. Also, by extending on the basis of original contract time to cover the extra tonnage of steel, it would be reasonable to come up with another 26 days, or a total of 43 days for all the additional painting covered by Price Agreement.

Assuming the above time will be granted, there is still only approximately 9 days left for next year when we write a resume work order. The actual required time to finish the painting is several times this and it looks like we will be back into another overrun of time situation.

All the above is merely pointed out at this time for your information. Again this month, no liquidated damages have been withheld from the estimate.

We have another problem at hand needing immediate attention. We still do not have a copy of the Contractor's insurance renewal which I am sure you know has expired. There is still contractor pipe, etc. on the structure that may or may not be covered by insurance. Powell claims we have a copy of the renewal policy

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NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

coming so I have instructed Ash to investigate. In any event, I recommend we not release this current month's estimate until the problem is resolved.

A meeting has been set up with Powell for next Tuesday, November 21 at 10:00 A.M. to discuss the status of the project and all the attendant problems. We would welcome attendance by someone from the Bridge Office.

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson
Vince Gallagher

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7610

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Powell Roofing & Building Co., Inc. November 9, 1972
1540 Maple Street
North Bend, Oregon 97459

Re: Isthmus Slough Bridge
Maintenance Painting
Contract No. 7610

Dear Mr. Powell:

We have investigated the status of contract monthly estimate payments you referred to in your letter dated 10-16-72 and feel any misunderstandings should be cleared up by the monthly estimate submitted for October.

Contract items 1 and 2 have been completed and paid in full. Price Agreement #2 was paid in full previously. This leaves approximately 87% of Price Agreement #1 as the only remaining work on the project. This means approximately $6,551.00 plus the retained 5%, or $1,850.00, are the moneys due you upon completion.

I understand the paint you had on hand has been returned to your supplier so there should be no item for "materials on hand".

If you have any further questions concerning payment on this contract, please contact Mr. Ash at once.

Very truly yours,

J. H. VERSTEEG
Region Engineer

By J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson
R. W. Ellison
L. H. Young, Atten: V. Gallagher
E. H. Ash

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NOV 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7610

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Eastside (Isthmus Slough) Bridge		WEEK ENDING: November 4, 1972
		SECTION PREFIX: 106434
HIGHWAY: Coos River		COUNTY: Coos
NAME OF JOB: Eastside (Isthmus Slough) Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: Powell Roofing & Building Co.	CONTRACT NUMBER: 7610	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1971	DATE WORK STARTED: August 16, 1971	ESTIMATED COMPLETION DATE: June 15, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $64,498.43	SPECIFIED COMPLETION DATE: September 23, 1972	PERCENT OF TIME ELAPSED: 10%
EXCLUSIVE OF ENGINEERING: $54,048.43	ENGINEERING AUTHORIZATION: $9,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 05%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $54,048.43	ENGINEERING COST TO DATE: $9,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 03%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 1.06 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-600 cfs compressor, 2 paint pots, pickup, flat bed truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Cloudy			
MONDAY 30	"			
TUESDAY 31	"			
WEDNESDAY 1	Rain			
THURSDAY 2	Cloudy			
FRIDAY 3	Rain			
SATURDAY 4				

Keasey Bond Walker Johnson Darling Peasel Clark Litchfield Berg

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NOV 6 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No work done
MONDAY 30	3 men sprayed vinyl paint on Rt. side of bay # 1 and the middle of bay # 3 & ½ of bay # 4 - West half of lift span Also removed cables and staging from lift span used 7 gals of vinyl
TUESDAY 31	No work done
1 WEDNESDAY	No work done
2 THURSDAY	No work done
3 FRIDAY	No work done
SATURDAY 4	No work planned

REMARKS

The contractor finished spraying vinyl on the West half of the lift span on 10/30/72 and this is all the work he is going to do on this project this year.

The contractor shipped 60 gal. of vinyl back to Durke at Portland. Since it was more of the consistency of jello, he didn't want to take a chance on it sitting until next year. Air line and sandpots on job site. Air hoses, cables , etc. are stored in house opposite the control house.

I expect the contractor to start writing letters concerning time extension period, Insurance, and monetary items. He stated he was coerced into signing the agreement for P.A.#1 by a certain State employee. Since the job has gone so sour eastwise, the contractor will no doubt try every avenue open to him.

SIGNED Eugene H Ash LOCATION Coquille

Eugene H. Ash

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP°7216

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NOV 1 1972

OREGON STATE HIGHWAY DIVISION

7610

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

Commander (oan)
U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Dear Sir:

Falsework Status Reports

Enclosed is one copy each of the falsework status reports for the following structures:

Coos Bay (McCullough) Bridge Maintenance Painting, Contract 7614
Eastside (Isthmus Slough) Bridge Maintenance Painting, Contract 7610
Youngs Bay Bridge Maintenance Painting, Contract 7737

Work on all three of these structures has been shut down for the winter because of inclement weather. It is anticipated that work will resume about May, 1973. No further monthly status reports will be submitted until the actual resumption of work.

Please note that no impaired clearances exist at either the McCullough or Isthmus Slough Bridges. At the Youngs Bay Bridge cables used to support work planks remain in place and cause a six-inch impairment of the vertical navigation clearance in the lift span.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc A. E. Johnson
A. A. Rear
R. N. Bothman
J. Versteeg
E. Ash

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NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE

TO 7610

Salem, Oregon

November 1, 1972

FROM Mr. J. H. Versteeg
Regional Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Isthmus Slough Bridge
Maintenance Painting
Contract 7610

The following is an analysis of the October 16, 1972, letter to you from Powell Roofing and Building Co., contractor for the subject project. You requested our review in your letter of October 18, 1972, to the contractor.

The contractor apparently misunderstood the Resident's letter of October 11, 1972. The Resident showed back-up calculations for work remaining under Bid Item No. 2 (Clean and Paint Bridge) and his $1,934.84 remaining figure is the work remaining under Bid Item No. 2 and not the total work to do. The Resident's letter does not show the total due the contractor per Estimate No. 6 (Sept. 10 to Oct. 10) which is $3,794.35.

The balance shown in the contractor's October 16 letter is essentially correct and equals $15,040.01, which is the total work to do since the last estimate. If the work to do under Price Agreement No. 1, equal to $7,530.66, is added to $1,850.00, this total equals $9,380.66, which is the actual amount for work to do on Bid Item No. 2 plus Price Agreement No. 1. When this figure is subtracted from the balance shown above, the difference is $5,659.35 instead of the $5,576.15 figure shown in the contractor's letter. If, as mentioned in the contractor's letter, the retainage is subtracted from this amount, the amount due on Estimate No. 6 is $3,794.35.

There is no credit for material on hand for the $1,575.00 worth of vinyl paint since it wasn't delivered until October 12, 1972, and the estimate period ended October 10, 1972.

RJW;dh

cc Eugene Ash
L. H. Young, Attn. V. Gallagher
A. E. Johnson

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NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OCT 17 1972
FOR FILING

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 16, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

cy Bridge accounting Programming Bond 10-18-72

SUBJECT Eastside (Isthmus Slough) Bridge Maintenance Painting
Contract 7610
Nonassessment of Liquidated Damages

The Claims Review Board allowed the contractor on the subject project additional money for painting of the lift machinery and for additional tonnage in the structure.

In addition, they recommended a sixteen-day time extension as requested by the contractor plus an additional pro rata time extension based on the additional tonnage of steel to be painted. It appears the pro rata time extension will be twenty-six days for a total allowable extension of forty-two days. The contractor has not submitted a request for this time on our standard time extension form.

The October 10 progress estimate is being processed and does include sixteen-days liquidated damages. Because the above-mentioned time extension will be processed and approved in the normal manner, it is requested that the October estimate be processed without including liquidated damages. This will eliminate penalizing the contractor for an overrun of contract time which will eventually be covered by a time extension.

RWE/ag

Approved 10-18-72
Asst. State Hwy. Engr.

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OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1972
FOR FILE

7610

October 5, 1972

ESCO Corporation
2141 N. W. 25th Avenue
Portland, Oregon 97210

Attention: Gerald R. Walker
General Credit Manager

Gentlemen:

This is in reply to your letter of September 28 concerning your claim in the amount of $1,806.74 which was filed against Powell Roofing and Building Company, Inc., Contract No. 7610 in Coos County.

The amount of money paid to the contractor as of this date is $37,163.69 and the retainage is $1,865. The Resident Engineer's Weekly Report indicates that this contract should be completed some time during the month of October 1972.

The State does not make payment of claims but looks to the surety and principal contractor for such payment. For your information, we are attaching excerpts from the Oregon Revised Statutes Relating to Public Contracts, Bonds; Actions on Bond.

We are forwarding a copy of your letter to the Insurance Company of North America so that they will know your claim is still unpaid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.
CWH:fkm
cc Powell Roofing and Building Co., Inc.
Ins. Co. of North America
Robert Sund

CAPABILITIES IN STEEL

ESCO

ESCO CORPORATION 2141 N.W. 25TH AVENUE, PORTLAND, OREGON 97210 U.S.A. TELEPHONE (503) 228-2141 TELEX 36-0590

September 28, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Dear Mr. Query:

Subject: Powell Roofing & Building #7610

In reference to your letter dated April 25, 1972, (copy attached), I am inquiring whether money is still being held on the job performed by Powell Roofing and Building Company. Would you please advise us when we can expect payment from this company.

I will be looking forward to a prompt answer.

Very truly yours,

ESCO CORPORATION

Gerald Walker
Gerald R. Walker
General Credit Manager

GW/pb

Attached

Pd. to date $37,163.69
Retainage - $1,865.00

Est. Compl. date 10/15/72

NOTED
C. W. HEAD

RECEIVED
SEP 29 1972
OREGON
STATE HIGHWAY COMMISSION

SUBJECT TO THE TERMS OF SALE SET FORTH ON BACK HEREOF

RECEIVED
SEP 6 - 1972

OREGON STATE HIGHWAY DIVISION

7610

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 1, 1972

Mr. J. E. Shields
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington

NOTED
A. E. JOHNSON

Dear Sir:

Eastside (Isthmus Slough) Bridge
Coos River Highway
Coos County, Contract 7610
Maintenance Painting

This letter is to confirm my telephone call stating that maintenance painting on the Isthmus Slough Bridge on the Coos River Highway at Charleston, Oregon, has begun and will continue until the onset of inclement weather late this fall.

Painting started in the swing span and will continue in that span until approximately October 15. Painting of other spans will continue after that date.

Because of the arrangement of the contractor's equipment and the necessity of cleaning sand blasting materials from the machinery before opening the span to river traffic, a two-hour prior notice will be necessary before opening the span. Such notice should be given to the bridge tenders who will then, in turn, make arrangements with the painting contractor. Publishing of this necessary delay in your "Notice to Mariners" will be appreciated.

A forecast of contractor's activities relative to impairment of navigational clearances will be sent to you monthly.

Thank you for your cooperation in this matter.

RECEIVED
SEP 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways
By

R. W. Ellison
Bridge Administration Engineer

RWE:dh

cc A. E. Johnson
R. N. Bothman
A. A. Rear
J. H. Versteeg
Eugene Ash

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AUG 25 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7610

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Overrun on Project Authorization**
Contract No. 7610

An overrun on the project authorization for the Eastside (Isthmus Slough) Bridge maintenance painting project is apparent. This is Contract No. 7610 with Powell Roofing and Building Company, Inc. The original authorization was $44,655 and it now appears the final cost will be $64,498, an increase of 44.5%. This increase is due to two items:

1. Cleaning and painting of additional structural steel and machinery which was not included in the original contract.

2. Increased engineering expenses incurred due to the contractor's 7-day-a-week operating schedule.

On August 21, Chairman Jackson gave telephonic approval of the increase and the matter will be on the agenda for confirmation at the September 19 meeting.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
V. L. Gallagher
Gary Ross
Gary Sund

RWE:jc ms

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 21, 1972

TO 7610
A. E. Johnson
Assistant State Highway Engineer

FROM Tom Edwards
Tom Edwards
State Highway Engineer

M Dolan Bond 8-23-72

SUBJECT Increase in Project Authorization
Eastside (Isthmus Slough) Bridge
Contract No. 7610

On this date, Chairman Jackson approved the increase in project authorization on the subject contract. Please proceed with processing and payment on the basis of the claim.

TE:ms
Att.
cc F. B. Klaboe
W. J. Hart

NOTED
A. E. JOHNSON

RECEIVED
AUG 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form No. 8-303—1035—7-66 7.610

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization 9-20-72

Project Name Eastside (Isthmus Slough) Bridge Date August 15 19 72

Highway Coos River Contract No. 7610

County Coos Kind of Work Maintenance Painting Contractor Powell Roofing & Bldg. Co. Inc

Contract Amount $37,300.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Original Quantity	Revised Unit Price	Amount
P.A. #1	(1) Adjust Lump Sum Bid Item #2	$37,000.00	$44,530.66	$7,530.66
	(2) Paint Machinery	0.00	6,967.77	6,967.77
				$14,498.43

Minor items, unitemized algebraic total 0.00

Subtotal $14,498.43

Approved work orders (Price, extra work and state force orders) $1,700.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Flagging	$550.00

APPROVED BY STATE HIGHWAY COMMISSION DATE 9-19-72 $19,843.00

Minor items, unitemized algebraic total 0.00

Subtotal $550.00

Authorization for engineering $3,900.00

Expected over-run or under-run of engineering authorization $5,100.00

Costs not included above (explain) $

Allowance for future contingencies (10 % of work remaining) $1,450.00

Credits to come from transfers and deductions $

Present estimate of project cost $64,498.43

Brief Statement of principal causes of over-run: Adjustment awarded to the contractor by the Claims Board by letter dated July 31, 1972 and submitted on P.A.#1. Painting of the machinery not part of the original contract. Project has been worked on a 7 day bases which caused a considerable over-run in engineering.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$44,655.00
Present estimate of project cost	$64,498.43
Expected over-run (Amount)	$19,843.43
Expected over-run (per cent)	44.5%

Space to right of this line is for use of Salem office.

Submitted by: Eugene H. Clark Resident Engineer

Confirmed by: R. W. Nelson Division Engineer

Noted by: R.W. Ellum Construction or Bridge Engineer

Noted by: M. Nelson for Deputy or Assistant State Highway Engineer

State Printing 69719

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AUG 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7610

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 31, 1972

Mr. Charles F. Powell
Powell Roofing and Building Co., Inc.
1540 Maple Street
North Bend, Oregon 97459

RE: Eastside (Isthmus Slough) Bridge
Contract No. 7610

Dear Mr. Powell:

The Claims Review Board sanctioned an adjustment in your favor on both parts of the claim which they reviewed with you on July 19 plus the 15-1/2 days time extension requested.

This is to further advise you that the Board approves the compromise amounts which were arrived at with Mr. Al Rear in his meeting with you on July 27. These amounts are set forth in the memo of that date which you signed.

This will be an adjustment of the steel tonnage to a new compromise total of 289 tons and using a prorated money amount based on the original bid. After allowing for 17 tons of machinery deducted the lump sum bid amount will be increased for 46 tons at $163.71 per ton or an additional $7,530.66. Payment for the added machinery painting was approved in the amount of $6,967.77.

It is understood, and the Price Agreement covering these items will so state, that these are complete and final settlements of the claims presented. A Price Agreement to formally make this agreement a part of the contract and accomplish the payment will be presented to you for signature very soon. The time extension will also be acknowledged formally in accordance with our regular procedure.

Very truly yours,

F. B. KLABOE

John A. Bond, Secretary
Claims Review Board

RECEIVED
JUL 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
cc: F. B. Klaboe
W. J. Hart
J. H. Versteeg
E. H. Ash

Form E-123

RECEIVED
JUL 27 1972

FOR FILING

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1972

TO Mr. F. B. Klaboe
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Powell Roofing and Building Co.
Painting Claim
Eastside (Isthmus Slough) Bridge
Contract 7610

A review of the Powell Roofing and Building Co.'s claim for additional compensation for painting the Isthmus Slough Bridge has uncovered two errors.

The estimate of 226 tons of structural steel to be painted under this current contract, as indicated in the contract documents, is in error. Two hundred twenty six tons are the steel weights for the bidding documents in the original 1932 construction. Pay weight, as reflected in the final estimate for the original construction, was 304 tons. We can find no back-up for this figure in our files and cannot verify that weight with recent, computed weights.

Mr. Powell's computed weight of 274 tons includes 16 tons of machinery. (Payment for the machinery is discussed below.) Reducing his total tonnage by the weight of the machinery, leaves a figure of 258 tons to be painted. This figure can be verified by computations made by this office.

We recommend that Mr. Powell be compensated at the contract rate per ton ($37,300 ÷ 226 tons = $163.71 per ton) for the difference in structural steel tonnage 258 - 226 = 32 tons. 32 tons x $163.71 = $5,238.72.

Painting of the machinery is the second part of Mr. Powell's claim. Mr. Powell was directed by the Resident Engineer to paint the machinery. This work was not a requirement of the contract and no agreement was reached on a method of payment for this work prior

7-27-72
Bond

to its being done. Mr. Powell has requested, and we concur, that he should be paid in the amount of $6,967.77 for his cost in painting the machinery. The total sum of our recommended adjustment is $12,206.49.

We recommend that consideration be given to a 16-day time extension to cover the time required to do the machinery painting which was not an original contract requirement.

WJH:dh

cc A. A. Rear

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JUL 12 1972

FOR FILIN

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 12, 1972

TO Mr. J. H. Versteeg
Regional Engineer
Roseburg

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT Claims Review Board
Powell Roofing and Building Co., Inc.
East Side (Isthmus Slough) Bridge Maintenance Painting
Contract 7610

A Claims Review Board meeting will be held at 1:15 p.m. on Wednesday, July 19, 1972, in the staff conference room of the Oregon State Highway Building in Salem.

The subject of this Review Board meeting will be Powell Roofing and Building Company, Inc.'s claim for additional money they believe is due for additional work.

Please have J. X. Wilson and Eugene Ash notified to attend this meeting. They should report to the Bridge Office by 10 a.m. the morning of July 19 to go over the subject matter with Mr. A. A. Rear. Please bring along any pertinent information you believe will be helpful in resolving this claim.

DOC:dh

cc A. E. Johnson
W. J. Hart
A. A. Rear
J. X. Wilson
Eugene Ash
John Bond

RECEIVED
JUL 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7610

DATE June 30, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT East Side (Isthmus Slough) Br.
Coos River Highway
Contract 7610
Request for Claims Board Hearing

Today I contacted Mr. Cameron C. Thom, Attorney for the contractor, on the subject project and told him, in response to a previous conversation with Walt Hart, that it will take approximately three weeks to set up a Claim Board review relative to the question of the accuracy of the tonnage of steel to be painted as indicated in the special provisions.

I indicated it is not the usual practice for the Claims Board to hear a case prior to the work being completed and that if they will hear the case it will be approximately three weeks before such a hearing. Mr. Thom indicated displeasure with the length of time required and asked that a Claims Board review be set up as soon as possible since he believes this to be the quickest way to settle the matter.

It will be approximately one week before he will be able to submit a formal petition for review since his client is out of town and asked that I accept his verbal request at this time with the understanding that a written request will follow.

I indicated that I would immediately take the steps necessary to have the Board review the case if they will accept same.

RWE/ag

cc A. E. Johnson
L. Lindas
J. Bond
A. A. Rear
R. J. Wright
J. Versteeg
E. Ash

RECEIVED
MAY 19 1972

FOR FILING

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 17, 1972

TO J. Versteeg
Region 3 Engineer Attention J. X. Wilson

FROM ORIGINAL SIGNED R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT

Isthmus Slough Bridge Maintenance Painting
Contract 7610

The estimated quantity of structural steel to be painted on the subject project, as shown on the special provisions, is 226 tons.

The computed quantity of all structural steel actually painted on the project is 245 tons.

The quantity actually painted is within 10% of the quantity estimated in the special provisions. This small percentage difference does not appear sufficient for the contractor to use as the basis for a claim for additional payment.

The quantity shown on the special provisions was listed as an estimate only.

RWE/ag

cc ~~A. E. Johnson~~
A. A. Rear
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1972
FOR FILING

7610

4j

#5

May 17, 1972

Powell Roofing and Building Co., Inc.
1540 Maple
North Bend, Oregon 97459

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for an increase of 65 days to complete Contract No. 7610 for maintenance painting of the Eastside (Isthmus Slough) Bridge on the Coos River Highway in Coos County.

In light of the available facts and the provisions of the contract, the Commission increased the specified completion date by 49 days, without assessment of liquidated damages. It is anticipated that this extension of time will allow for completion of the contract.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc C. T. Keaney
Walt Hart
V. E. Skoog
J. H. Verstoeg
Eugene Ash

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 24, 1972

To: Walter J. Hart
Bridge Engineer

SUBJECT: Contractor's Request for Time Extension
Eastside (Isthmus Slough) Bridge
Coos River Highway
Contract No. 7610

Attached is Powell Roofing and Building Co., Inc. subject request for an 85 day time extension on this maintenance painting contract. Also attached is Resident Engineer, Eugene H. Ash's letter of 2/10/72 relative to this extension and copies of correspondence submitted by the contractor. This matter, among others, was discussed in your office 3/22/72 with the contractor, Charles F. Powell.

The following dates are pertinent to this request:

Contract Award: 6/28/71
Work Started: 8/16/71
Shut Down Order: 11/5/71
Specified Completion Date: 10/31/71

The time elapsed between the contract award and commencement of work amounted to 49 calendar days. Start of work was delayed by the contractor's inability to secure specified insurance coverage. Correspondence documenting this are also enclosed. I recommend that favorable consideration be given to this 49 day request as being within the scope of standard specification 108.09, particularly referring to ". . . causes beyond the control of the contractor . . ." In the first paragraph of this section. I feel that the contractor made a diligent effort in attempting to secure specified insurance coverage.

The contractor has alleged loss of 36 days due to inclement weather and requests an extension of time in this amount. The contract special provisions, page 8 provide advice of inclement weather under specific painting weather instructions. Standard specification 108.08 (b) (b-1) further applies; the 36 day request cannot be considered favorably unless the severity weather on the days claimed is considered to be an act of God. I doubt that " . . . the wettest September in 50 years . . . " would be considered as an act of God and recommend that his request for 36 days extension be denied.

RECEIVED
NOTED
W. J. HART
BRIDGE ENGINEER

The other matters discussed 3/22/72 with the contractor, i.e. alleged discrepancy in stated tonnage of steel in the bridge, leaking lift span deck, and lack of certification by the paint manufacturer (so far), while not directly material to this time extension request, relate to the request none the less.

John W. Sheldrake

JOHN W. SHELDRAKE
Region Construction Engineer

JWS:kf
attach.
cc: Eugene H. Ash

FORM S-30 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 10, 1972

To:

SUBJECT: Contract #7610 - Isthmus Slough Bridge Painting

Mr. Hal Verstoeg

Enclosed is the time extension request from Powell Roofing & Building Co., Inc. for the maintenance painting contract on the Isthmus Slough Bridge.

The job was awarded June 28, 1971. The State could reserve up to 30 days in which to award the job. The contractor has 10 days not including Sunday from receiving the contract and performance bond to return it to the Highway Department fully executed. These were mailed July 12th. It therefore would be about July 25, 1971 , for this time lapse which is also within the 30 day period. The insurance was finally cleared and the contractor started work on August 16, 1971. The 49 days from award to clearance of insurance when he started work could not definitely be (1) an act of God, (2) Epidemic, etc., (3) Period of shutdown. He still was not able to go to work during this period from his or someone else's control.

The period of bad weather listed in his letter would be covered in the original estimate of time to cover completion of the contract. Therefore this period of bad weather has no bearing that I can see for a time extension.

His job is now on a shutdown order but how he expects this shutdown to last until July 1, 1972, was not fully explained. I would assume it goes from about the last rain in the spring so that no more leakage would cause him to clean the paint between coats. This is discussed somewhat is DeVoe & Raynolds letter of January 14, 1972 and in Mr. Powell's letter of February 4, 1972.

The contractor no doubt is going to make the computation of the tonnage of the steel a problem to all concerned.

I would like to see him have a valid reason for most of the 49 day period at the start of the contract but not sure what it could be.

Eugene H. Ash
Eugene H. Ash

cc: Bridge Dept.

ROSEBURG DIVISION
RECEIVED
FEB 14 1972

DE	ADE	ADE	ADE	DDE

Assign _____ For _____

Reply _____ Action _____

RECEIVED
MAY 30 1972
FOR FILING

Powell Roofing & Building Co.

Roofing & Siding Made For The West

PHONE 756-4258

1540 MAPLE

NORTH BEND, OREGON 97459

761 D

May 15, 1972

Gerald R. Walker
General Credit Manager
Esco Corporation
2141 N.W. 25th Avenue
Portland, Oregon 97210

Re: Your correspondence of May 11, 1972

Gentlemen:

In reading over your recent correspondence, it appears we are no closer to an agreement than we were sometime ago. Your inference in the above noted correspondence as well as our supposed intentions are certainly not correct.

We are available to settle this matter at your discretion, however, it will be a mutual agreement by both parties.

At this time we consider your claim filed with the State to be incorrect and illegal. Certainly if you pursue this course of action it will only prove to be a detriment to your firm in the final outcome. We are not so far apart that a settlement on this matter cannot be reached between our firms.

I would ask you to reconsider your position at this time so this matter can be settled equitably between our firms. If no solution can be resolved, we will have no alternative other than to file a counter claim at the appropriate time.

Yours very truly,

Charles F. Powell, President
POWELL ROOFING & BUILDING CO., INC.

CP/rm

cc/Oregon State Highway Dept.
Robert Sund
Insurance Company of North America

NOTED
FLOYD OUERY

RECEIVED
MAY 16 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 20 1972
FOR FILING

7610

May 11, 1972

Powell Roofing & Building Company
1540 Maple
North Bend, Oregon 97459

Attention: Mr. Charles F. Powell-President

Dear Mr. Powell:

I am in receipt of the copy of the letter that you directed to Mr. Query of the State Highway Commission.

I am at a loss to understand why you insist that we are the "bad guys" in our situation with your firm. We rented two of our compressors to your firm on our standard rental agreements, dated August 19, 1971, and August 25, 1971. The compressors started with an hour meter reading of 74.0 and 65.4 hours, respectively. They were turned with a reading of 891 and 728 hours, respectively, as noted on the Cummins Oregon Diesel, Inc. invoices to ESCO for repair and cleaning at the December return date by your firm. (Copies of these invoices were furnished in the letter by our Eugene District Manager of December 17, 1971)

It is obvious that you used the compressors a great amount of time from August to December. The equipment was almost new and not in disrepair, as you mention. The battery, that you say was replaced, was agreeable as a credit to your account; but you never furnished an invoice to us for our equipment record; The battery that was in the machine was still under warranty, and we could have received credit for it.

Both our Eugene office and myself attempted to call you beginning in November for payment of the rentals. We invoiced your firm each month for the rentals; we also mailed a statement to yourbusiness address each month.

Our intention is only to collect the money due us, and it is obvious that you only are attempting to stall in payment of your obligations to ESCO. We want to be fair in all of our sales transactions, but we have to be met half way in any situation. If all of our customers paid only

COPY

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

FORM NO. 7

ESCO CORPORATION

Powell Roofing & Building Co.

What they wanted to pay, we would be broke in a short time.

We can only close with our plea that we have tried to discuss this situation with you to reach an agreement, but have been ignored and must ask for full payment.

Very truly yours,

ESCO CORPORATION

Gerald R. Walker
General Credit Manager

GW/pm

cc: Oregon State Highway Department ✓
Lloyd Maxwell-ESCO Eugene

I am aware of the situation that has developed between our firm and the Esco Corporation.

Your offices now are being made aware of the full situation by the correspondence formed to you by the Esco Corporation.

Their claim is without total foundation. I am fully aware that they cannot support this entire claim against our payment bond as held by the State of Oregon.

Attached you will find a copy of a letter we forwarded to the Esco Corporation dated March 17, 1972 in an effort to settle this claim. I might add they have refused to answer my correspondence to this matter.

It is our firm's preference that this matter be settled in court if an amicable solution can be obtained by reasonable means. The entire claim as presented by the State is without fact and foundation and is not a lawful claim by the Esco Corporation.

We are forwarding copies of this letter to all parties concerned voicing our disapproval, and we fully intend to fight this claim in any form by the Esco Corporation.

RECEIVED
MAY 1 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

FORM NO. 7

RECEIVED
FOR FILING

Powell Roofing & Building Co.

Roofing & Siding Made For The West

PHONE 756-4258
1540 MAPLE
NORTH BEND, OREGON 97459

7610

May 10, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: Floyd Query, Secretary
Oregon State Highway Commission

Re: Your letter of April 25, 1972 to Esco Corporation

Gentlemen:

I am aware of the situation that has developed between our firm and the Esco Corporation.

Your offices are not being made aware of the full situation by the correspondence issued to you by the Esco Corporation.

Their claim is without total foundation. I am fully aware that they cannot support this entire claim against our payment bond now held by the State of Oregon.

Attached you will find a copy of a letter we forwarded to the Esco Corporation dated March 27, 1972 in an effort to settle this claim. I might add they have refused to answer my correspondence on this matter.

It is our firm's preference that this matter be settled in court if no other solution can be obtained by reasonable means. The entire claim as presented to the State is without fact and foundation and is not a legal claim by the Esco Corporation.

We are forwarding copies of this letter to all parties concerned voicing our objections, and we fully intend to fight this claim on our firm by the Esco Corporation.

RECEIVED
MAY 11 1972
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

The State of Oregon has no authority to withhold the total amounts shown against our payment bond as presented to the State by the Esco Corporation since the allegation of the Esco Corporation is false. In addition, the Esco Corporation has violated Oregon State law in this transaction which we can very easily document if the need arises.

It would be prudent for the Esco Corporation to re-evaluate our proposal letter of March 27, 1972.

Yours very truly,

Charles F. Powell

Charles F. Powell, President
POWELL ROOFING & BUILDING CO., INC.

CP/rm

Enc.

CC - Bob Sund, Insurance Co. of N. America
Esco Corporation, ATTN: Gerald R. Walker

RECEIVED
MAY 11 1972
OREGON
STATE HIGHWAY COMMISSION

U.S. POSTAL SERVICE
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

Postmark of Delivering Office

SENDER INSTRUCTIONS
Print in the space below your name, address, including ZIP Code.
• If special services are desired, check block(s) on other side.
• Moisten gummed ends and attach to back of article.

RETURN TO

Powell Roofing & Bldg. Co, Inc.
1540 Maple.
NORTH PE[illegible] 97450

Compressor Rental
Letter to Esco Corp.

March 27, 1972

ESCO Corporation
2141 N.W. 25th Avenue
Portland, Oregon 97210

ATTENTION: Mr. Gerald R. Walker, Credit Manager

Gentlemen:

It is quite understandable why you were unable to reach me during December, January and February since I wasn't in Oregon.

There exists a variance of opinion on the remainder you maintain we owe your firm. There is a very definite contention by our firm that we do not owe your corporation the total amounts you maintain in your previous letters and billings.

You are certainly free to discuss this situation with whomever you please, however, I rather doubt that the State or the Bonding Company will take any action on the matter in your behalf. If they were to do so you could expect a settlement in about a year or two, if then.

It is probably in both our interests to settle this matter rather than to enter a phase of protracted suits and countersuits over this matter. Certainly neither firm would benefit in this procedure.

We are prepared to offer a full settlement payment of $1275.41 to resolve this matter at this time. The breakdown below covers our settlement pricing as noted.

December 17, 1971 billing amounts Items 1 through 5 only - Current balance		$1644.07
Battery replacements	Deduct	107.90
1 service call - Diesel Mechanic	Deduct	17.76
Lost time man hours transporting and repairing defective equipment	Deduct	243.00
		$1275.41

The taillight repairs as well as the fender bracket charges will not be accepted by our firm due to their defective condition upon our receipt of them.

If you wish to accept this settlement, please so indicate by return correspondence that you will accept this settlement as a complete and final solution to our differences. If you don't wish to accept this settlement, then legal recourse will eventually resolve this matter.

Yours very truly,

Charles F. Powell, President
POWELL ROOFING & BUILDING CO., INC.

CP/rm

RECEIVED
MAY 1 - 1972
FOR FILING

7610

April 27, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 5
May 16, 1972, Meeting

Powell Roofing & Building Co., contractor on the Eastside (Isthmus Slough) Bridge maintenance painting, Coos County, Contract 7610, has requested an increase of 85 days in contract time. The contractor's request is based on inability of his original insurance agent to secure the specified coverage and on weather conditions. Under the terms of the contract, weather is not allowable as a reason for increased contract time.

The contractor had a commitment from this agent for the specified insurance prior to bidding the project. After award, the agent was unable to provide the coverage and additional time was required to secure an agent with the required capability. This is considered to be beyond the contractor's control. In total, the insurance problem covered 49 days.

I recommend that the specified completion date be increased by 49 days. The project is currently under a stop-work order. It is anticipated that this extension will allow completion of the project without penalty when improved weather conditions permit resumption of work. This is a state project.

This matter will be on the agenda for your consideration at the May 16 meeting.

RWE:dh cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walter J. Hart
C. T. Keasey
L. H. YOung
V. E. Skoog
J. H Versteeg
Gary Ross
Gary Sund

RECEIVED
MAR 27 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7610 Contractor Powell Roofing & Building Co.

Highway Coos River

Section Eastside (Isthmus Slough) Bridge

Kind of Work Maintenance Painting

It is recommended that such extension be ~~granted~~ denied as requested under the following terms and conditions:

Grant 49 days for inability of contractor's insurance agent to secure the specified coverage. Delay due to bad weather conditions is not a valid reason for an extension of time.

Recommended for Approval:

John W. Huddleston
Division Engineer

Walter L. Hunt
Construction Engineer or Bridge Engineer

R. J. Johnson
Asst State Highway Engineer

Contract No. 7610

Project designation [illegible]
State—Federal

Date awarded June 21, 1971

Work started August 16, 1971

Per cent completed 45% 70% 2/23/72 4-5-72
Date

Specified completion date 10/31/71

Previously extended to

Extension requested to

Form E-320—XM—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Date February 1, 1972

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We, the undersigned, respectfully request an extension of 93 days time, from July 1, 19 72, to Sept. 23, 19 72, within which to complete our Contract No. 7610, described as follows:

The above request is based upon the following reasons:

Refer to our letter

Respectfully submitted,

Powell Roofing & Building Co., Inc. Contractor

By Charles Powell
Charles F. Powell, President

CONSENT OF SURETY

Date FEB. 1, 1972

We, INSURANCE COMPANY OF NORTH AMERICA, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Donald E. Gish
DONALD E. GISH. ATTORNEY-IN-FACT Attorney-in-fact

(SEAL)

Resident Agent

State Printing 97813

RECEIVED
APR - 1972
FOR FILING
STATE OF OREGON
1859

Claim 4660

FILED
APR 26 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED ON CARD
RW 4-28-72

7610

April 25, 1972

Esco Corporation
2141 N. W. 25th Avenue
Portland, Oregon 97210

Attention: Gerald R. Walker
General Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of April 21, with attachments, stating that Powell Roofing and Building Company owes you $1,806.74 for the rental of two air compressors.

This appears to be in connection with the Powell Roofing and Building Company, Inc., Contract No. 7610 for maintenance painting of the Eastside (Isthmus Slough) Bridge on the Coos River Highway in Coos County.

The Insurance Company of North America furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 27 1972
STATE HIGHWAY COMMISSION

cc Ins. Co. of North America
Robert Sund
Powell Roofing and Building Co., Inc.

Commissioners
Hon. Clay Myers ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

CAPABILITIES IN STEEL

ESCO

ESCO CORPORATION 2141 N.W. 25TH AVENUE, PORTLAND, OREGON 97210 U.S.A. TELEPHONE (503) 228-2141 TELEX 36-0590

April 21, 1972

Oregon State Highway Department
Salem, Oregon

Attention: Contract Administrator

Gentlemen:

We have been attempting to collect $1,806.74, from the Powell Roofing and Building Company for many months now. The money is for rental of two air compressors that this firm used on the sandblasting and painting contract that he is under with the State of Oregon at the Eastside Bridge at Coos Bay, Oregon.

Because the individual has not responded to our pleas for payment, we must request that through the firms bonding agent, funds be withheld from payments to the Powell Roofing Company. We understand that the contract will start up again in May.

We are attaching a copy of our monthly statement, plus our correspondence to the subject, and the rental agreements. If anything further is required, please advise me.

The net amount owing is $1,735.84, with the balance being monthly service charges on the past-due account.

Very truly yours,

ESCO CORPORATION

Gerald R. Walker
General Credit Manager

GW/pm

Attachments

RECEIVED
APR 24 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

SUBJECT TO THE TERMS OF SALE SET FORTH ON BACK HEREOF

RECEIVED
APR 3 1972
OREGON
STATE HIGHWAY COMMISSION

AGED ACCOUNT REPORT

CONTACT CUSTOMER
DETACH AND RETURN PROMPTLY
TO CREDIT DEPARTMENT.

DATE OF ACTION _____

☐ PHONED ☐ LETTER
☐ CREDIT MEMO DUE ☐ OTHER USE REVERSE SIDE

DATE WILL PAY	AMOUNT PROMISED

ESCO CORPORATION
228-2141 OR DIRECT DISTANCE DIALING 1-503 - 228-2141

POWELL RFG AND BLDG CO
1540 MAPLE
N BEND OR 97459

STATEMENT DATE: MO. 3 | DAY 31 | YEAR 72

3 31 72
POWELL RFG AND BLDG C

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

51-70924
CUSTOMER NUMBER

51-70924
CUSTOMER NUMBER

PLEASE SEND REMITTANCE EXCEPT POSTAGE STAMPS TO OFFICE INDICATED BELOW XXXXXXXXXXX

1% PER MONTH (12% PER ANNUM) CARRYING CHARGE ON ALL INVOICES PAST DUE UP TO 90 DAYS. 1-1/2% (18% PER ANNUM) ON INVOICES PAST DUE 90 DAYS OR MORE.

REFERENCE DATE MO.	DAY	YR.	EXPLANATION OF AMOUNT DUE REFERENCE NO	CODE	ESCO S/O NO	AMOUNT
REMIT TO			P.O. BOX 8739 PORTLAND, OREGON 97208			
9	28	71	Q28910		Q28910	323.00
10	07	71	Q29540		Q29540	323.00
10	15	71	Q30450		Q30450	352.07
10	29	71	Q31160		Q31160	323.00
10	29	71	Q31170		Q31170	323.00
10	31	71	DM2064			3.23
11	30	71	DM2794			16.44
12	21	71	Q35510		Q35510	91.84
12	31	71	DM3531			16.44
1	31	72	DM4289			17.36
2	29	72	DM5013			17.36
3	31	72	DM5714			17.36

REFERENCE NUMBER	AMOUNT
Q28910	323.00
Q29540	323.00
Q30450	352.07
Q31160	323.00
Q31170	323.00
DM2064	3.23
DM2794	16.44
Q35510	91.84
DM3531	16.44
DM4289	17.36
DM5013	17.36
DM5714	17.36

CODE: 6 = CASH DISCOUNT 7 = CUSTOMER DEDUCTION 9 = DR IS BALANCE DUE CR IS PAYMENT OR CONTRA

PAST DUE 90 DAYS AND OVER	PAST DUE 60 DAYS	PAST DUE 30 DAYS	CURRENT	TOTAL
1772.02	17.36	17.36	17.36	1,824.10

AMOUNT DUE
1,824.10

March 14, 1972

RETURN RECEIPT

Powell Roofing
1540 Maple Street
North Bend, Oregon 97459

Attention: Mr. Charles Powell

Dear Mr. Powell:

I have been attempting to contact you since December of 1971, regarding the $1,806.74 that is due and payable to the ESCO Corporation for rental of two compressors for use on the Eastside Bridge in Coos Bay, Oregon. I have left word a number of times, but can only assume that you are ignoring the issue.

I have discussed the situation with the Highway Department, and if I am unable to settle the money-owed problem in a business-like manner, I can file for recourse action through the State Highway Department, who will look for resolvement with the bonding agent.

I would hope that you can see your way clear on this, and mail me a check by March 20th.

Very truly yours,

ESCO CORPORATION

Gerald R. Walker
General Credit Manager

GW/pm

Called 3/23/72
Not in Powell is
writing letter-

*584

ESCO CORPORATION

EQUIPMENT RENTAL AGREEMENT

THIS AGREEMENT, Made the Nineteenth day of August in the year Nineteen Hundred and 1971 by and between Powell Roofing & Bldg. Co., Inc. 1540 Maple, North Bend, Oregon 97459 hereinafter called the Lessee, and ESCO Corporation P.O. Box 2128 - Eugene, Oregon 97402 hereinafter called the Lessor,

WITNESSETH, That the Lessee and the Lessor for the considerations hereinafter named agree as follows: Under the General Conditions of Lease printed on the reverse side of this sheet, the Lessor hereby leases to the Lessee all equipment named and identified in the following List of Equipment, for use at such location, at such rental rate and for approximately such time as therein stated.

LIST OF EQUIPMENT

One (1) Model 190 Grimmer-Schmidt Compressor
Serial No. 190-101 Engine Serial No. F-040530
Hours on meter 74.0
ESCO ID #11566

The value of the above equipment is $7,065.00

Any additional supplies are for Lessee's account.
Said Equipment shall be shipped to Lessee at Powell Roofing & Bldg. Co., Inc. (Project) North Bend (City) Oregon (State), on or about the 19th (Day) of August, 19 71, freight or delivery charges Collect from Port of Entry or from

The term of this lease shall be for a minimum of Three (3) months at a rental rate of $323.00 per month payable in advance each month. It is expressly agreed that any local taxes including State Sales Tax are for the account of the Lessee. If Lessee retains said property after the expiration of said term, such retention shall be construed as a continuance of this lease at the same rental rate and under the same terms as stated above except that use of said equipment for any fractional part of a week shall be construed as use for a full week and prorated accordingly.

ADDITIONAL AGREEMENT: Option to purchase is hereby extended at anytime during this agreement period. 100% of the rentals paid will apply toward this purchase price of $7,065.00. Interest will be charged at the rate of 3/4 of 1% per month on the principle amount. Note: This proposal or contract will be void if not accepted and signed within thirty (30 days) from receipt hereof.

The Lessor and the Lessee for themselves, their successors, executors, administrators and assigns, hereby agree to full performance of the covenants herein contained.

IN WITNESS WHEREOF, They have executed this Agreement the day and year first above written:

A Krieger
Witness.

Witness.

ESCO CORPORATION
Lessor.
By L. F. Keawell

POWELL ROOFING & BUILDING CO. INC.
Lessee.
By Norma K. Powell

82-3019-71

#583

ESCO CORPORATION

EQUIPMENT RENTAL AGREEMENT

THIS AGREEMENT, Made the Twenty-Fifth day of August
in the year Nineteen Hundred and 1971 by and between Powell Roofing & Bldg. Co., Inc
1540 Maple, North Bend, Oregon 97459
hereinafter called the Lessee, and ESCO Corporation
P.O.Box 2128 - Eugene, Oregon 97402 hereinafter called the Lessor,

WITNESSETH, That the Lessee and the Lessor for the considerations hereinafter named agree as follows: Under the General Conditions of Lease printed on the reverse side of this sheet, the Lessor hereby leases to the Lessee all equipment named and identified in the following List of Equipment, for use at such location, at such rental rate and for approximately such time as therein stated.

LIST OF EQUIPMENT

One (1) Model 190 Grimmer-Schmidt Compressor
Serial No. 190-106, Engine Serial No. F-040536
Hours on meter 65.4
ESCO ID #11663

The value of the above equipment is $7,065.00

Any additional supplies are for Lessee's account.
Said Equipment shall be shipped to Lessee at Powell Roofing & Bldg. Co. Inc.
Project
North Bend, Oregon, on or about the 25th,
City State Day
of August, 1971, freight or delivery charges Collect from Port of Entry or from

The term of this lease shall be for a minimum of Three (3) months at a rental rate of $323.00 per month payable in advance each month. It is expressly agreed that any local taxes including State Sales Tax are for the account of the Lessee. If Lessee retains said property after the expiration of said term, such retention shall be construed as a continuance of this lease at the same rental rate and under the same terms as stated above except that use of said equipment for any fractional part of a week shall be construed as use for a full week and prorated accordingly.

ADDITIONAL AGREEMENT: Option to purchase is hereby extended at anytime during this agreement period. 100% of the rentals paid will apply toward this purchase price of $7,065.00. Interest will be charged at the rate of 3/4 of 1% per month on the principle amount. Note: This proposal or contract will be void if not accepted and signed within thirty (30) days from receipt hereof.

The Lessor and the Lessee for themselves, their successors, executors, administrators and assigns, hereby agree to full performance of the covenants herein contained.

IN WITNESS WHEREOF, They have executed this Agreement the day and year first above written:

A. Krueger
Witness.

A. T.
Witness.

ESCO CORPORATION
By L. F. Maxwell
Lessor.

POWELL ROOFING & BUILDING CO. INC.
By Norma K. Powell
Lessee.

82-3019-71

GENERAL CONDITIONS OF LEASE

The conditions of lease here below stated, together with the Agreement set forth on the reverse side of this sheet, constitute between the parties therein named a contract which is hereafter referred to as this Agreement.

1. THE RENTAL PERIOD—The Rental Period shall commence on the date of legal delivery of the equipment to a public carrier for transit to the Lessee, and shall terminate on the date of legal delivery of the equipment to a public carrier for transit to the Lessor. If no public carrier is used, the Rental Period shall commence on the date upon which transit of the equipment to the Lessee begins and shall terminate on the date upon which transit of the equipment from the Lessee ends at the Lessor's unloading point; providing, however, that when the equipment moves from one Lessee to another Lessee, the Rental Period of the first shall not overlap that of the second.

2. INSPECTION—The Lessor shall have the right at any time to enter the premises occupied by the equipment and shall be given free access thereto and afforded necessary facilities for the purpose of inspection.

3. TITLE—Title to the equipment shall at all times vest in the Lessor unless transferred to the Lessee through sale. The Lessee shall give the Lessor immediate notice in case any equipment is levied upon or from any cause becomes liable to seizure.

4. TERMINATION OF AGREEMENT—Should the Lessee defer any payment more than ten (10) days, or become bankrupt, or fail to maintain and operate or to return the equipment as provided by this Agreement, or substantially violate any provision thereof, the Lessor may, after twenty-four hours' notice, terminate this Agreement, take possession of the equipment without becoming liable for trespass, and recover all rentals due, full damages for any injury to, and all expenses incurred in removing and returning the equipment to Lessor.

5. MAINTENANCE AND OPERATION—The Lessee shall not remove, alter, disfigure, or cover up any numbering, lettering, or insignia displayed upon the equipment, nor place any sign thereon unless agreed to by Lessor. Lessee shall insure that the equipment is not subjected to careless or needlessly rough usage, and he shall at his own expense, maintain the equipment and its appurtenances in good repair and operative condition and return it in such condition to the Lessor.

6. DAMAGE-APPRAISAL OF EQUIPMENT—An appraisal of any loss or damage to the equipment during the rental period shall be based on the equipment values as published by Lessor. Said price lists shall be available on request by Lessee. Any shortage or damage claim of either party shall be made known to the other party within thirty (30) days after receipt of equipment, or such claim shall be void. There shall be no abatement or reduction in rental because of any failure or damage to the equipment during the rental period.

7. REPAIRS—The expense of all repairs made during the Rental Period, including labor, material, parts and other items, shall be paid by the Lessee.

8. LOCATION—Lessee agrees to keep said equipment, during the full period Lessee is renting same from Lessor, in Lessee's custody and at the same place specified herein, and not to remove and/or sub-lease or re-rent same without the Lessor's consent in writing first obtained.

9. INSURANCE and INDEMNIFICATION—The Lessee hereby assumes, during the term of the Rental Period, all risks of fire, theft, or other casualty of any kind whatsoever and agrees to indemnify Lessor for all damages or loss to the equipment during the said rental term or any continuations or extensions thereof. The Lessee also agrees to indemnify Lessor against all loss, expense, and/or penalty arising from any action on account of damage to the equipment or property of others occasioned by the operation, handling, use or transportation of the equipment during the Rental Period. Lessee agrees to obtain and keep in full force and effect during the said Rental Period sufficient insurance to indemnify Lessor in accordance with Lessee's obligations as expressed herein.

10. LIABILITY OF LESSEE—It is expressly understood and agreed that, during the rental period, Lessor shall not be liable for damages or losses of any kind whatsoever, whether to persons or property or for any other loss arising from the use of, transportation of, or in any way connected with the said equipment or any part thereof, from whatsoever cause arising, and Lessee agrees to indemnify and to hold Lessor harmless from all such liabilities. Lessee agrees that Lessor shall not be liable for any delays, down time, work stoppage, or loss of time in the use of the equipment from whatsoever cause arising. Lessee further agrees that no asserted back charges shall be deducted from rental payments or other charges or fees specified and agreed to in this Agreement.

11. LIABILITY OF LESSOR—The Lessor shall not be liable for any failure or delay to deliver or delay in installation of the said equipment where such failure or delay has been occasioned by fire, strike, differences with workmen, failure to secure materials from usual source of supply, failure to obtain official acceptance and/or approval of the said equipment, acts of God, or any circumstances beyond the Lessor's control not hereinabove enumerated which shall prevent or delay the Lessor in the usual course of business.

12. USE—The rental rate specified herein covers use of the equipment during the Rental Period for a normal eight-hour day/forty-hour week. Use of the equipment in excess thereof shall be chargeable to the Lessor as additional rental on either a prorata basis or as otherwise agreed upon.

13. REPRESENTATIONS—The Lessor has not and does not make any representations or warranties except as herein specifically set forth, and this Agreement may not be changed, modified, or assigned except in writing signed by both parties. The Lessee agrees to accept the equipment "as is." This lease fully and completely expresses the agreement entered into between the parties.

Jerry Walker

Credit file

RECEIVED
DEC 20 1971
ESCO PORTLAND

December 17, 1971

Powell Roofing and Building Co.
1548 Maple Street
North Bend, Oregon 97459

Attention: Charlie Powell

Gentlemen:

As per our telephone conversation Monday, December 13, 1971 I was to mail you a resume of current status of your present account with ESCO Corporation. Following are the facts you requested.

Open Current Billing as of November 30, 1971

1.	ESCO Invoice Q-28910 Dated 9/28/71 Rental - Compressor S/N 190-101	$ 323.00
2.	ESCO Invoice Q-29540 Dated 10/7/71 Rental - Compressor S/N 190-106	323.00
3.	ESCO Invoice Q-30450 Dated 10/15/71 17 Sheets .018.36x120 T-304 Flashing	352.07
4.	ESCO Invoice Q-31160 Dated 10/29/71 Rental - Compressor S/N 190-101	323.00
5.	ESCO Invoice Q-31170 Dated 10/29/71 Rental - Compressor S/N 190-106	323.00
6.	ESCO Invoice DM2064 Dated 10/31/71 Monthly Carrying charges unpaid invoices	3.23
7.	ESCO Invoice DM 2794 Dated 11/30/71 Monthly Carrying charges unpaid invoices	16.44
	Total	$1,663.74

Additional billing mailed to Portland for invoicing today on our S/M and Invoice Q-35510 as follows:

Repair on Fender Bracket on Compressor Serial 190-106	$20.70
Replace connections - lenses and required wiring and labor on lights on Compressor Serial 190-101 & 190-106	$71.14
Total	$91.84

Grand Total to date, due & payable $1,734.68

(Call Kathy when paid in full (P.O. to pay) 2 New compressors 1 Trouble Call 3

COPY

FORM NO. 7

RECEIVED
DEC 20 1971
ESCO-PORTLAND

To substantiate the additional billing attached are Cummins Oregon Diesel Inc. Invoices #J303764 and #J303765, also Eugene Auto Electric Repair order #2256. Please note these total $229.08 of which we are invoicing your firm $91.84.

What we are not invoicing you for is service work done on these machines by Cummins Oregon Diesel Inc., for normal maintenance on your job site, at Coos Bay. This amounts to $201.01.

I am also attaching copies of our "Equipment Rental Agreement" form of which we each have signed copies in our files. As indicated, the obligations of Lessee and Lessor are plainly worded as marked on the reverse.

I trust the above fully explains all invoicing and basis of charges to your satisfaction so that you can place this total amount in line for immediate payment.

Thank you.

Very truly

ESCO CORPORATION

L. F. Maxwell
District Manager

LFM:ak
Attachments:
Cummins Oregon Diesel Inc. Invoice #J-303764
Cummins Oregon Diesel Inc. Invoice #J-303765
Eugene Auto Electric, Inc. #2256
Equipment Rental Agreement with ESCO

Follow up 12-29-71

cc - Bill Zink
Jerry Walker - Portland

COPY

FORM NO. 7

SHOP JOB INVOICE

CUMMINS OREGON DIESEL, Inc.

REMIT TO 2257 N.W. VAUGHN ST. HOME OFFICE PORTLAND, OREGON 97210 PHONE: 224-0800

CUMMINS DISTRIBUTOR

SIF 5520

INVOICE NO. J003700
DATE COMPLETED 12-7-71
CUSTOMER ORDER NO.
MILEAGE OR HOURS 70K

CUSTOMER NBR. 230508 III

CUSTOMER I S CO CORP

ADDRESS P.O. BOX 2128
FUGENE, OR 97402

1 ☐ PORTLAND 5 ☐ NORTH BEND
2 ☐ PENDLETON 6 ☐ BEND
3 ☒ EUGENE 7 ☐ LONGVIEW
4 ☐ MEDFORD 8 ☐

ENGINE MODEL V6-140
ENGINE SERIAL NO. 10410536
MAKE OF EQUIPMENT & MODEL GRIMER SMITH
EQUIPMENT SERIAL NO. 43400
EQUIPMENT UNIT NO. 1-320
LICENSE NO.

< RENTAL START METER @ 65.4

Steam clean unit — change fuel oil & lub oil filter, air filter. Change oil. (repair loader bracket 1.8 hrs @ 20.70)

REPAIR INVOICE

PRICES REFLECT TRADE DISCOUNT

QUANTITY	PART NUMBER	DESCRIPTION OR REQUISITION NO.	CODE	UNIT PRICE	AMOUNT
1	P16-28	ELEMENT			17 25
1	CF105	Filter			2.91
1	LF1003				2.42
1	LF613				3.39
12½	gal	Delo 30 Oil		1.50	6 30

THE UNDERSIGNED AUTHORIZES THE ABOVE DESCRIBED REPAIRS TOGETHER WITH NECESSARY PARTS AND ACKNOWLEDGES THAT ALL EQUIPMENT AND SERVICES FURNISHED BY CUMMINS OREGON DIESEL, INC. ARE SUBJECT TO THE WARRANTIES AND LIMITATIONS SET FORTH ON THE REVERSE SIDE HEREOF.

3227

DATE OPENED 11/30/71

BY X

PARTS	$	32 27
LABOR	$	62 10
	$	
MEALS & LODGING	$	
MILES @	$	
SALES TAX, ETC.	$	
PAY THIS AMOUNT ▶	$	94 37

TERMS: NET Tenth day of month following date of invoice.

EUGENE AUTO ELECTRIC, Inc.

695 WILSON ST. • PHONE 345-2358 • P. O. BOX 2669

EUGENE, OREGON 97402

REPAIR ORDER NUMBER 2256.

United Delco

AUTOLITE

NAME Eco Corp DATE 12 10 - 19 71

ADDRESS CUST. ORDER 71F5570

CITY CUST. PHONE

VEHICLE	YEAR	MODEL	LICENSE	MILEAGE
		H 715	and F	190

TIME PROMISED ____ A.M. ____ P.M. ☐ PHONE WHEN READY ☐ DELIVER ☐ WILL CALL

PARTS USED

QTY.	PART NO.	DESCRIPTION	PRICE EACH	GROSS TOTAL	NET TOTAL
1	2107	S Rod Insul	805		5 71
	2107		750		4 95
	7690	term	12	08	48
	7690	term	12	08	48
	18 GA	wire	69	33	36
	18 14	Cable	69		1 72
	1233	C11 Plug.	246		
	2502	Distributor	600	4 30	8 60
	7690	Term	12	08	24
	1233	connector CH	246		1 72
	7361	Term	30	18	72
	18 14	cable	69	38	76
		TOTAL MATERIAL CHARGE →			26 14

MECH.	SERVICES PERFORMED	CHARGES
RL	715 Dwld 1163	20 00
	190	
	Engine mod F040530	20 00

TOTAL LABOR	45	00
TOTAL PARTS	26	14
TOTAL	71	14

WE PERFORM ALL – Carburetion & Electrical – AUTOMOTIVE SERVICE –

SHOP JOB INVOICE

CUMMINS OREGON DIESEL, Inc.

REMIT TO 2257 N.W. VAUGHN ST. HOME OFFICE PORTLAND, OREGON 97210 PHONE: 224-0800

CUMMINS DISTRIBUTOR

INVOICE NO. J303764
DATE COMPLETED 12-7-71
CUSTOMER ORDER NO. EIF-5520
MILEAGE OR (HOURS) 891

RENTAL
START METER
@ 74 HRS.

CUSTOMER NO. 230508 RT
CUSTOMER ESSO CORP
ADDRESS PO BOX 2128
EUGENE, OR 97402

1 ☐ PORTLAND 5 ☐ NORTH BEND
2 ☐ PENDLETON 6 ☐ BEND
3 ☐ EUGENE 7 ☐ LONGVIEW
4 ☐ MEDFORD 8 ☐

ENGINE MODEL V-6 140
ENGINE SERIAL NO. F040530
MAKE OF EQUIPMENT & MODEL BRIMER SMITH
EQUIPMENT SERIAL NO. 43901
EQUIPMENT UNIT NO. 11566
LICENSE NO. —

Steam Clean unit - change lub oil fuel and air filters, change belts

REPAIR INVOICE

OUR PRICES REFLECT 12-14-71 OKAK
YOUR TRADE DISCOUNT

QUANTITY	PART NUMBER	DESCRIPTION OR REQUISITION NO.	CODE	UNIT PRICE	AMOUNT
1	P16-28	ELEMENT			17 25
1	LF105	"			2.91
1	LF1003	"			2.42
1	LF613	"			3.39
3	GAL OIL	30 W 0.1		1 80	5 40

PARTS	$	31 37
LABOR	$	32 20
	$	
MEALS & LODGING	$	
MILES @	$	
SALES TAX, ETC.	$	
PAY THIS AMOUNT ▶	$	63 57

THE UNDERSIGNED AUTHORIZES THE ABOVE DESCRIBED REPAIRS TOGETHER WITH NECESSARY PARTS AND ACKNOWLEDGES THAT ALL EQUIPMENT AND SERVICES FURNISHED BY CUMMINS OREGON DIESEL, INC. ARE SUBJECT TO THE WARRANTIES AND LIMITATIONS SET FORTH ON THE REVERSE SIDE HEREOF.

31 37

DATE OPENED 11/30/71

BY X

TERMS: NET Tenth day of month following date of invoice.

DUPLICATE INVOICE

FORM 211 REV 11/68

RECEIVED
APR 21 1972

FOR FILING

7610

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 19, 1972

TO Mr. J. H. Versteeg
Regional Engineer
Attn. Mr. John Sheldrake
Region Maintenance Engineer
ROSEBURG

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Eastside (Isthmus Slough) Bridge
Coos River Highway
Contract 7610
Request for time extension

The contractor's request for an extension of time on the subject project has been received and will be forwarded to the Commission for approval. We concur with your analysis and are recommending only a 49 day increase because of the insurance problem.

The project is currently under a stop-work order which should continue in effect until the weather improves to a point where continuous prosecution of the work to completion can be contemplated.

RWE:dh

cc A. E. Johnson
L. H. Young
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1971
FOR FILING

106-1234

7610

August 4, 1971

Powell Roofing and Building Co., Inc.
1540 Maple,
North Bend, Oregon 97459

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7610 for maintenance painting on the Eastside (Isthmus Slough) Bridge in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Insurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Robert Sund
P. O. Box 46
Reedsport, Oregon 97467

Frank Morgan
Ivan Merchant
C. T. Keasey
Eugene Ash

RECEIVED
JUL 13 1971
FOR FILING

106-4234
7610

July 12, 1971

Powell Roofing & Building Company, Inc.
1560 Maple
North Bend, Oregon 97459

Gentlemen:

Enclosed are three copies of Contract No. 7610 for $37,300 awarded to you by the State Highway Commission on June 28, 1971, for maintenance painting on the Eastside (Lochmoe Slough) Bridge Section of the Coos River Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RJ

Enclosures

bc: F. D. Morgan
I. D. Marchant
C. T. Massey
Eugene Ash
R. N. Bothman

RECEIVED
GAME 17 1971
COMMISSION
116-4134
OFFICE OF THE DIRECTOR
7610

RECEIVED
JUN 14 1971
DESIGN
SECTION

Scott
Swanson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 8, 1971

cc's sent 6-10-71

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Reference is made to your letter of May 19, 1971, which referred to the plan sheets for seven bridge projects listed as follows:

1. Charleston (South Slough) Bridge
   Cape Arago Highway, Coos County
2. Eastside (Isthmus Slough) Bridge
   Coos River Highway, Coos County
3. Applegate River Bridge
   Jacksonville Highway, Jackson County
4. Applegate River Bridge
   Jacksonville Highway, Josephine County
5. Newport (Yaquina Bay) Bridge
   Oregon Coast Highway, Lincoln County
6. Florence (Siuslaw River) Bridge
   Oregon Coast Highway, Lane County
7. Coos Bay (McCullough) Bridge
   Oregon Coast Highway, Coos County

We have no objection to these projects from a wildlife protection standpoint. However, we request that precautions be taken to prevent the contamination of the involved streams by any paint, chemical, or other pollutants.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: Dir. FCO

RECEIVED
JUN 17 1971
FISH COMMISSION
106-4034
7610
OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

cc's sent 6-9-71

June 7, 1971

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

Hall
Olson
Wills
Heckleman
Carstensen
Keyes
Terpin

RECEIVED
JUN 3 - 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Porter:

The following proposed bridge painting contracts submitted to us by your letter dated May 19, 1971 have been reviewed.

Charleston (South Slough) Bridge
Eastside (Isthmus Slough) Bridge
Applegate River Bridges (2)
Newport (Yaquina Bay) Bridge
Florence (Siuslaw River) Bridge
Coos Bay (McCullogh) Bridge

There should be no conflicts with the fishery resources, providing water quality standards are adhered to. The projects are approved.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

S-SU-15-107 Airport Rd.-Hilton Rd. Sec., 1971
(1) of FAS 15-107, N. edge of Medford
#7611 (Grading & paving)

CIA 4229-C-19-71

15-107
Jackson

August 2, 1974

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attention Mr. Robert Carstensen
Director of Public Works

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Airport Road-Hilton Road Section
FAS 15-107

6/14/71

In accordance with ~~agreement~~ dated September 20, 1968 * and August 18, 1970* the amount of $26,499.68 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

* proj approval dates

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

CC 142 Aug 2, 1974

ENGR. ASST. OE AE UE
UPE CE RPE

STATE COPY

7611

FORM PR-33C (REV. 3-68)

OSHD
Region
Week 20

3-29-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

ch

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon
REGION NO.: 10

SIGNATURE: K. D. Bellamy
TITLE: Asst Office Engineer

RECEIVED
STATE HWY ENGR
MAR 30 '73
REFER TO
FOR
Info | Type | 3/D | D/R | Sign | Act | File

COUNTY: Jackson
PROJECT NO.: S-RU-15-107(1)

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: T. P. Lowe, Area Engineer
DATE OF INSPECTION: 3-23-73

COPY SENT
MAR 29 1973

IN COMPANY WITH: See below

CONTRACTOR'S NAME: H. C. Lininger & Sons, Inc.

CONTRACT AMOUNT: $ 627,055.00 REGIONAL OFFICE

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain & High Type Pavement. 4-12' Lanes, 4' Median, 2' Shoulders

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 56' feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
6202	1.269	53	-	-

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

AIRPORT ROAD-HILTON ROAD (MEDFORD)
Grading and Paving

The following persons attended the final inspection of the project on May 9, 1972:

J. K. Wilson, OSHD
E. Pardy, OSHD
Wm. Brown, OSHD
P. Riedl, FHWA
C. Jenkis, FHWA
T. Lowe, FHWA

3-30-73 cy Correct Yours

The project was completed in substantial compliance with the approved plans and specifications including authorized changes and acceptance is recommended.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE: T. P. Lowe	SIGNATURE: Vernon V. Cusack Original Signed By VERNON V. CUSACK Acting Division Engineer
TITLE: Area Engineer DATE: 3/30/73	TITLE: Acting Division Engineer DATE: MAR 29 1973

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The project was completed April 27, 1972, 48 days after the contract completion date. The State granted a time extension of 24 days. Twentyfour days of liquidated damages were charged. The final contract cost was 11.5% less than the contract authorization.

RECEIVED
OCT 16 1972
FOR FILING

7611

October 13, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 11, 1972, we wrote to you concerning release of final payment on Contract No. 7611 awarded to M. C. Lininger and Sons, Inc., for work on the Airport Road-Hilton Road Section of FAS 15-107 in Jackson County.

Final payment on this contract is $275.26 and the total contract amount is $581,926.39 including $591.49 for work performed under force account.

Very truly yours,

G. H. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc M. C. Lininger and Sons, Inc.
Box 1145
Medford, Oregon 97501

C. T. Keaney
Walt Hart
V. E. Skoog
Attn: W. L. Hemmer
James Vervloog

RECEIVED
OCT 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7611

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 11, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7611, Work Completed April 27, 1972

Project Airport Road - Hilton Road

Highway FAS 15-107, County Jackson

Type of Work Grading and Paving

Contractor M. C. Lininger & Sons, Inc.

Recommended Acceptance Date October 10, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:pr

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

FOR FILING

OREGON STATE HIGHWAY DIVISION

7611

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 13, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7611**
Airport Road-Hilton Road Section
FAS 15-107, Jackson County

M. C. Lininger and Sons, Inc., contractor on the subject project, has made a second request for extension of time. The first request was denied at your January 11, 1972, meeting and was based on our refusal to permit complete closure to traffic at the box culvert construction. This second request is based on delay in securing retaining wall details, increase in concrete curb work, trench excavation overrun, aggregate base overrrun, and again citing the reason which was presented in the first request. Bids were opened on this project June 24, 1971. The project was completed April 27, 1972, with 48 days liquidated damages assessed at $150 per day for $7,200.

It is not apparent that the simple low retaining wall was critical to the overall job progress. Overall contract quantitites underran and we found no basis for extension because of quantity changes.

The sequence of the box culvert work has been re-analyzed and does justify some time extension. The plans and specifications say that the contract section could be closed "to through traffic." By our specific instruction, the contractor was required to build both boxes in stages, maintaining essential local traffic past the work at all times instead of having a point of closure which traffic could get to from either end.

This reason would justify extension, and I have granted an extension of 24 days. This will leave 24 days and $3,600 liquidated damages in effect.

This matter will be on the agenda for concurrence at the August 8 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
J. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

RECEIVED
JUL 14 1972
FOR FILING

7611

July 12, 1972

M. C. Lininger & Sons, Inc.
Post Office Box 1145
Medford, OR 97501

Gentlemen:

Your request for a time extension of 48 days on Contract No. 7611 for work on the Airport Road-Hilton Road Section of FAS 15-107 in Jackson County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 24 days is granted without assessment of liquidated damages.

We note that the overall bid items underran. It is also noted that one of the box culverts would apparently have had to be built in stages under traffic in order to maintain local access throughout the project.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc F. B. Klaboe
Floyd Query
A. E. Johnson
C. T. Keasey
J. H. Versteeg
Bill E. Brown
V. E. Skoog
M. J. Gallagher

JAB:fw ms

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1972

SUBJECT: Airport Road-Hilton Road Section
Contract No. 7611
Second Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Before this project was completed, the contractor made a request for time extension which was denied at the January 11, 1972 Commission meeting. The project is now complete and we have a second request which cites alleged delay in securing retaining wall details, increase in concrete curb work, trench excavation overrun, aggregate base overrun, and again citing the reason which was presented in the first request concerning our refusal to permit complete closure to traffic at the box culvert construction. These reasons are discussed separately below. Some pertinent dates are:

Bids opened	June 24, 1971
Contract sent	July 13, 1971
Work started (signing)	July 27, 1971
Specified completion date	November 15, 1971 (project 50 percent complete)
Stop work ordered	December 22, 1971 (base lift of AC in place)
Resume work order	April 17, 1972
Project completed	April 27, 1972

48 days liquidated damages at $150 per day = $7,200

1. The retaining wall for which detailed drawings were allegedly slow is 300 feet long with a plan quantity of 119 cubic yards of concrete and 1,008 pounds of reinforcement. It is a simple straight low wall. The last approved shop drawing was sent to the contractor on August 30 and we note from the weekly reports that the contractor was tieing steel in the footing by September 17. At that time, the overall job was only 17 percent complete and the grading less than 15 percent complete. Although the field recommends time extension on this reason, it is not apparent that the wall was critical to the overall job progress. (Time on this reason is probably concurrent with the box culvert reason No. 5 below anyway.)

NOTED
A. E. JOHNSON

JUL 7 1972

BP*52475-734

2. Final concrete curb quantities actually underran 1.5 percent from the bid quantity. Some curb was added but did not utilize all the quantity allowance.

3. Trench excavation overran the contract quantity 160 percent (2,400 cubic yards). However, the contract quantity was obviously in error because 1,734 cubic yards at one box culvert itemized on the plans was omitted from the quantity summary. In other words, this overrun does not arise from plan changes.

4. Aggregate base overran 166 percent (4,233 tons) because this material was substituted for CTB adjacent to the curbs. The CTB actually underran 20 percent (6,350 tons). The increase in width of the aggregate base under the curbs assisted the contractor by modifying the typical section to a more practical construction width. The overall contract items underran 12.1 percent. We find no basis for extension because of quantity changes.

5. We have re-analyzed the sequence of the box culvert work and are willing to modify our earlier recommendation against time extension on this reason. The plans and specifications say that the contract section could be closed 'to through traffic". Two major items of construction were a 10' x 3' box culvert and a 10' x 5' box culvert which were located some 3,000 feet apart. By our specific instruction to the contractor, he was required to build both boxes in stages maintaining traffic past the work at all times. This was to provide the access to adjacent properties which we thought was essential. Literally, under the specification, the contractor probably could have expected to build at least one of the boxes without this stage requirement and provide local service from either end of the project. The box culvert work started about August 1, stopped from August 9 to August 23, and then continued fairly steady until late November, so these were major items of work. We believe some time extension should be granted on this reason, but not a complete extension due to the contractor's lack of effort during the earlier stages. For instance, the week of August 14, he worked only 1 day and good weather was available all week; the week of August 21, he worked only 2 days also in prime time.

We therefore recommend extension for one-half of the liquidated damages or 24 days leaving 24 days and $3,600 in effect. This was a Federal-aid Secondary project. Confirming letters to the contractor and the Highway Commission on the above basis are enclosed.

JAB:fw
Enc.
cc V. L. Gallagher

M. C. LININGER & SONS, INC.
General Contractors
P. O. Box 1145 MEDFORD, OREGON 97501

May 16, 1972

Oregon State Highway Commission
Salem, Oregon
% Mr. B.E.Brown, Resident Engr.
Box 368
Medford, Oregon 97501

RE: Airport Road - Hilton Road O.S.H.D. Contract # 7611

Gentlemen;

We do hereby respectfully request a reconsideration of our application of November 15, 1971, for an increase in the number of workdays to complete the above referenced project.

Said project was awarded on July 1, 1971, with a total allowance of 137 calendar days to complete. In our request of November 15, 1971, we stated that drawings on the retaining wall were not received until an elapse of 63 of these days.

Excavation could not be performed to make the back-fill against this wall until the concrete had obtained sufficient strength, delaying all phases of work, including but not limited to the embankment, crushed rock, concrete curbs, inlets, culverts, and pavement.

The 63 days delay pushed all of our work into the cold and wet weather period. This caused many days of slow progress on the items of work that we had planned to complete in the months of October and November.

There was an increase of over 1,000 l.f. of concrete curb on the Temporary Connection, pushing this item into the cold weather period.

(O V E R)

M. C. LININGER & SONS, INC.
General Contractors
P. O. Box 1145 MEDFORD, OREGON 97501

The trench excavation over-ran some 160% and the aggregate base over-ran some 27%, causing an increase in time to perform this work.

We would like to make clear our position on the closing of the project to through traffic. Had we been able to close the road, the 2 box culverts that crossed could each have been built in their entirety, in lieu of having to pour the bottom slab, then walls and top and wait for strength prior to backfilling and putting in temporary surfacing.

Due to the time of the year that this project was awarded, any delay in drawings put all phases of the work into the late fall and winter period.

We therefore ask that you reconsider our request.

Yours very truly,

Rodney B. Miller
M.C. Lininger & Sons, Inc.

RBM/hj
cc: Hansen & Rowland, Inc.

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

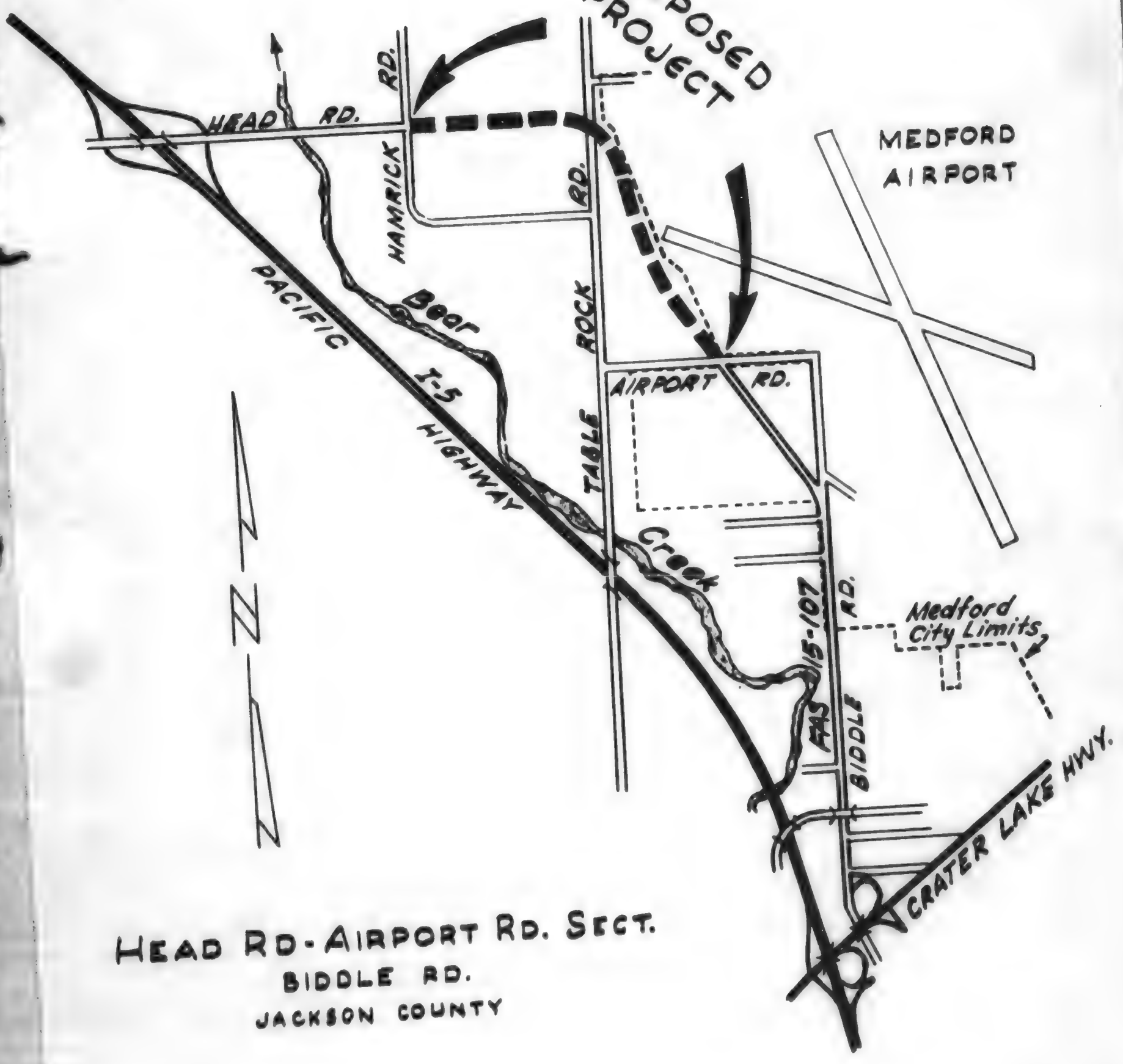
SHEET ..... OF ..... SHEETS

Airport Road - Hilton Road F.A.S. 15-107 Jackson Co.

Cost Comparison Box Culvert Installation sta 150-97

6-72

Item		Unit	Net	Allow	Total	Unit Cost	Cost
10 x 3 RCBC - 90'							
Ditch Exc		Cu Yd	2616	261	2877	3.00	$ 8631 00
Trench Exc		" "	499	50	549	4.50	2470 50
Class "A" Conc		" "	77	8	85	95.00	8075 00
Metal Reinf		lb	12,186	1214	13400	0.16	2144 00
							$ 20,920 50
10 x 3 R.C.B.C. - 450'							
Ditch Exc		Cu Yd	778	78	856	3.00	2568 00
Trench Exc		" "	1724	172	1896	4.50	8532 00
Class A Conc		" "	337	34	371	95.00	35245 00
Metal Reinf		lb	56891	5689	62580	0.16	10012 80
							$ 56,357 80



HEAD RD - AIRPORT RD. SECT.
BIDDLE RD.
JACKSON COUNTY

7611

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Pavement Leachate and Possible Icing Conditions
Sunset Hwy.-Beaverton Section
Dudlee Hill-Blodgett Section

FROM: C. T. Keasey
Construction Engineer

6-15-72

NOTED
F. B. KLABOE

Yesterday, Mr. Klaboe inquired as to what was being done to correct a problem of water coming up through our AC pavement on the Sunset Highway-Beaverton Section, leaving a streaking pattern from leachate from the cement treated base, and creating a potential icing problem during the winter months.

We have an identical problem on the Dudlee Hill-Blodgett Section which was completed last year, also with a cement treated base, and some evidence also of a potential problem on the Airport Road-Hilton Road Section, a Jackson County FAS-C job, on which only the base AC was laid on top of CTB last year.

On the latter project, a considerable lap was made over the joints when the top lift was placed this spring and, so far at least, there has been no further indication of leachate or water coming up through the AC.

We have not yet been able to determine the source of the water for certain on any of the jobs. It could possible be ground water traveling along the subgrade until the static pressure increased sufficiently to force it up through the CTB and AC materials, or it might be surface water leaking down through the AC pavement and traveling along the top of the CTB until pressure forced it to the surface. Coring of the pavement has not given any conclusive answers. However, as a corrective measure, Region 2 tried boring horizontal drains under the CTB on the Dudlee Hill-Blodgett project to no avail. Subsequently, an Order for State Force Work was written to cut the pavement and install 6-inch perforated drain pipe with sand backfill across the pavement above the leaking areas. I believe that this method will entrap and drain off any water from either source and eliminate the problem.

I have discussed the problem on the Sunset Highway-Beaverton project with Region Engineer Larry Rulien and since this appears to be the only sure corrective action available, he will submit a State Force Order on that project to do the work.

It looks like this may become a continuing problem, resulting in patched pavement wherever it is necessary to install these cross drains.

I recommend that cross drains be designed into the construction projects at appropriate locations with the sand backfill extending up through the cement treated base to the bottom of the AC pavement.

CTK:fw

cc: F. B. Klaboe
L. W. Rulien
J. B. Boyd

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7611

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Airport Road - Hilton Road	WEEK ENDING: June 10, 1972
		SECTION PREFIX: 515-1047
	HIGHWAY: FAS 15-107	COUNTY: Jackson
NAME OF JOB: Airport Road - Hilton Road	KIND OF WORK: Grading & Paving	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7611	FEDERAL AID PROJECT NUMBER: S-SU-15-107(1)
DATE OF CONTRACT: July 1, 1971	DATE WORK STARTED: July 27, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $715,687.92	ENGINEERING AUTHORIZATION: $54,749.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $658,929.97	ENGINEERING COST TO DATE: $50,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $625,422.41		DATE PROJECT WAS COMPLETED: April 27, 1972
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 92 %	

Semi-Final will be submitted 6/20/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.27	1.27			1.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.27	1.27			1.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,400	34,500			10,550
TOTAL QUANTITIES CORRECTED TO DATE	15,000	31,500			10,075
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,000	31,750			10,075
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair & Warm			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
HURSDAY	"			
FRIDAY	"			
SATURDAY	"			

Routing: Keasey, Bond, Walker, Johnson, Pease, Glenn, Litchfield, Berg

RECEIVED
JUN 12 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work on semi-final estimate this week

SIGNED _____ LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

COUNTY COMMISSIONERS
HENRY F. PADGHAM, JR., Chairman
RODNEY KEATING, Commissioner
EARL M. MILLER, Commissioner

Jackson County Oregon

BOARD OF COUNTY COMMISSIONERS
(503) 773-6211, EXT. 240 • COUNTY COURTHOUSE • MEDFORD, OREGON • 97501

May 22, 1972

Mr. Hal Versteeg, Region Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Airport Road - Hilton Road Sec.
Biddle Road (FAS 15-107)
Jackson County

Dear Mr. Versteeg:

This is to inform you that a final inspection of subject project was conducted on May 15, 1972 by this Commission and representatives of your office.

All the work has been completed according to the plans and specifications and we herewith signify our approval and acceptance thereof.

JACKSON COUNTY
BOARD OF COMMISSIONERS

Chairman - Henry F. Padgham, Jr.

Commissioner - Rodney Keating

Commissioner - Earl M. Miller

tlh

RECEIVED
MAY 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER
FOR FILING

STATE COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7611

DATE May 1, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

5-17-72
Johnson - Young

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

NOTED
F. B. KLABOE

SUBJECT Federal Aid Project No.
S-SU-15-107(7)
Notification Contract Work Completed

Contract 7611, Work Completed April 27, 1972

Project Airport Road-Hilton Road

Highway FAS 15-107

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 5-9-72

Conditions not acceptable: None

G.K. Hoover
for R. E. Simpson
Division Engineer

VG:dg

cc Tom Edwards
L. H. Young

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1972
FOR FILING

#5

S-SU-15-107(1)
7611

January 13, 1972

M. C. Lininger & Sons, Inc.
Box 1143
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your request for a 60-day extension of time on Contract No. 7611 for work on the Airport Road-Milton Road Section of FAS 15-107 in Jackson County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Skoog
James Veratsos
Bill Brown

E—310 (Rev.)—SM—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov 15, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Nov 15 days to Jan 15 days, within which to complete our Contract No. 7611, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Contract awarded 7/1/71. Final design plans on 10x3 box culvert @Sta 150+97 recd 8/12/71 & on Ret. wall @Sta 147+04 to 150+00 R + recd. 9/2/71, delaying construction start on same.
Sec. 104.05 of Spec Prov. states contractor will be permitted to close road to thru traffic. Resident & County Engineers would not allow closure, thereby increasing time to complete due to heavy traffic load not anticipated.

Respectfully submitted,

M. C. LININGER & SONS, Inc.
Contractor

By Lonny S. Miller

CONSENT OF SURETY

Date November 18, 1971

We, UNITED PACIFIC INSURANCE COMPANY

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert F. Shapley
Attorney-in-fact,
HANSEN & ROWLAND, INC. OF OREGON (SEAL)
Ethel Wall
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7611 Contractor M. C. Lininger & Sons, Inc.

Highway FAS 15-107

Section Airport Road-Hilton Road

Kind of Work Grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend denial. Culvert steel data returned to contractor within reasonable time. No significant change made in traffic handling from what plans indicate.

Recommended for Approval:

Weston T. Stewart
Division Engineer

for Construction Engineer or Bridge Engineer

M Klaboe
Asst. State Highway Engineer

Contract No.	7611
Project designation	5-SU-15-107(1) State-Federal
Date awarded	July 1, 1971
Work started	7-27-71
Per cent completed	
Specified Completion Date / No. of Workdays Allowed	Date 11-15-71
No. of Workdays Used	
Completion Date / No. of Added Workdays Requested	1-15-72

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1971

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Airport Road-Hilton Road Section
Contract No. 7611
Request for Time Extension

M. C. Lininger and Sons request a 60-day extension of the contract time because of alleged delays in working plans for a box culvert and retaining wall and the presence of traffic. Bids were opened on this project June 24 (with two bidders). This was late enough in the construction season to make the completion time pretty snug if this was to be considered a one season job. The contract amount is $627,055. Because of the tight timing, we expressed the completion by the specified date of November 15, 1971. We wanted to allow as long a season as possible and did not try to out-guess just when the time count would start.

The very first work started on the project July 27 (project signing). Box culvert excavation began August 2. The box culvert final design information was mailed on July 21 and the actual design data was sent to the contractor August 10. In view of the many other items of work on this project, this does not appear to have been a control on the job progress. We concur with the Resident and Region that no time is justified on this reason.

The contractor has an even poorer case for time extension due to traffic. The special provisions do call for closure "to through traffic. However, he shall provide access for residents along Biddle, Gilman and Lawnsdale Roads throughout the life of the contract." (The project is on Biddle Road). The plans include a separate sheet for temporary signing. One main purpose of this was to detour traffic headed for the airport and I am advised that this plan has been followed. This is the through traffic which the spec is talking about, but this by no means guaranteed that there would be no traffic. The plans even include a typical section for stage construction and a bid item for temporary bituminous surfac ing. We can't see where we have deviated from the plan and cannot sanction any time extension because of traffic.

The contractor's early effort on the project does not seem to have been adequate or consistent with the completion requirement. For a little perspective on this, we have tabulated the average force on the project week to week. The contractor did not seem to be in any hurry to start the work and for the first four weeks, which was prime July and August time, had only from 3 to 8 people on the job. There have been no signficant large change orders up to now. The project is 75 percent complete and will probably go into a shutdown to delay the top lift paving until suitable weather conditions next spring. Since November 15, liquidated damages have accrued at the rate of $150 per day.

We recommend that the request for extension be denied. This is a Federal-aid Secondary project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AIRPORT ROAD-HILTON ROAD SECTION
CONTRACT NO. 7611

Bids opened	June 24, 1971
Awarded	July 1, 1971
Contract Sent	July 13, 1971
Work started (installing signing)	July 27, 1971
Began Box Culvert excavation	August 2

Week Ending	No. of Contractor Employees	
July 31	3	
August 7	6	
August 14	6	
August 21	8	
August 28	17	
September 4	29	"Grading, ditch excavation and pipe installations in full swing".
September 11	24	
September 18	36	
September 25	25	
October 2	22	
October 9	34	
October 16	33	
October 23	42	
October 30	42	
November 6	45	
November 13	45	
November 20	43	
November 27	44	
December 4	28	
December 11	24	
December 18	18	

RECEIVED
JAN 5 - 1972
FOR FILING

-SU-15-107(1)

7611

January 3, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 5
January 11, 1972 Meeting

H. C. Linginger and Sons, contractor on the Airport Road-Hilton Road grading and paving project on FAS 15-107 in Jackson County, Contract No. 7611, has requested a 60-day extension of the contract time because of alleged delays in working plans for a box culvert and retaining wall and the presence of traffic. Bids were opened on this project June 24, with two bidders. The specified completion date was November 15, 1971. Liquidated damages accrued at the rate of $150 from November 15 until a shutdown order December 22. The project is about 75 percent complete and top paving will not be done until suitable weather next spring.

The first work started on the project July 27. Box culvert excavation began August 2. The box culvert design information was submitted from our field office on July 21 and the checked design data was sent to the contractor August 10 so that he could proceed with ordering reinforcing steel. In view of the many other items of work on this project, this does not appear to have been a control on the job progress. The special provisions do call for closure "to through traffic," and the plans include a separate sheet for temporary signing to accomplish this and a plan for stage construction under remaining local service traffic. The State has not changed the work from what the plan would indicate.

I recommend that the request be denied. This is a federal-aid secondary project and specific Federal Highway Administration concurrence is not required.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

CAB:fw fa

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
J. H. Versteeg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7681 Contractor H. C. Lininger & Sons, Inc.

Highway BAS 13-107

Section Airport Road-Hilton Road

Kind of Work Grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend denial. Culvert steel data returned to contractor within reasonable time. No significant change made in traffic handling from what plans indicate.

Recommended for Approval:

Herman E. Schwarz
Division Engineer

John A. Bond
By Construction Engineer or Bridge Engineer

M Klabo Asst.
State Highway Engineer

Contract No. 7681

Project designation I-5-13-107(1)
State-Federal

Date awarded July 14 1971

Work started 7-27-71

Per cent completed

Specified Completion Date Date
No. of Workdays Allowed 11-13-71

No. of Workdays Used

Completion Date
No. of Added Workdays Requested 1-13-72

E—320 (Rev.)—8M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov 15, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Nov 15 days to Jan 15 days, within which to complete our Contract No. 7611, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Contract awarded 7/1/71. Final design plans on 10x3 box culvert @Sta 150+97 recd 8/12/71 & on Ret. wall @ Sta 147+04 to 150+00 R + recd. 9/2/71, delaying construction ~~xx~~ start on same.
Sec. 104.03 Of Spec. Prov. states contractor will be permitted to close road to thru traffic. Resident & County Engineers would not allow closure, thereby increasing time to complete due to heavy traffic load not anticipated.

Respectfully submitted,

M. C. LININGER & SONS, Inc.
Contractor

By Leroy D Mellon

CONSENT OF SURETY

Date November 18, 19 71

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert F. Shipley
Attorney-in-fact

HANSEN & ROWLAND, INC. OF OREGON (SEAL)

Ethel Lloyd
Resident Agent

RECEIVED
JUL 22 1971
FOR FILING

S-SU-15-107(1)
7611

July 22, 1971

H. G. Linfinger & Sons, Inc.
Box 1143
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7611 for work on the Airport Road-Hilton Road Section of FAS 15-107 in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
B. E. Brown

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.
7-41

PROJECT REPORT NO.
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-19-71

STATE
Oregon

COUNTY
Jackson

PROJECT NO.
S-SU-15-107(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. (FAS 15-107) Medford north 1.23 miles
(Airport Road-Hilton Road Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-8-71	1.269
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 715,112.00	$ 454,453.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By M Klaber

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JUL 19 1971

Oregon State Highway Division

Federal-Aid
Project No. S-SU-15-107(1)

AIRPORT ROAD-HILTON ROAD SECTION OF

COUNTY FAS ROUTE 15-107 IN JACKSON COUNTY

Salem, Oregon, July 15, 1971

Project Agreement Estimate

Type Code 6202
Roadway (Sta. 100+00 thru Equa. 165+76.05 = "BR" 3+61.28 to Sta. "BR" 5+00)

Temporary Protection and Direction of Traffic	All Required		$ 9,000.00
Clearing and Grubbing	All Required		24,000.00
Removal of Structures and Obstructions	All Required		2,500.00
Ditch Excavation	1,450 cu.yd.	2.00	2,900.00
Embankment Foundation Excavation	1,700 cu.yd.	2.00	3,400.00
General Excavation	19,400 cu.yd.	1.00	19,400.00
Trench Excavation	1,500 cu.yd.	10.00	15,000.00
Finishing Roadbed and Slopes	All Required		3,000.00
Watering	800 M-gal.	3.00	2,400.00
1" - 0 Aggregate Base	2,550 ton	3.00	7,650.00
Temporary Surfacing	3,550 sq.yd.	1.00	3,550.00
Cement Treated Base Mixture	32,000 ton	5.40	172,800.00
Portland Cement in CTB Mixture	1,760 ton	34.00	59,840.00
Asphalt in Seal	80 ton	100.00	8,000.00
Class "B" Asphalt Concrete Mixture	6,000 ton	7.00	42,000.00
Class "C" Asphalt Concrete Mixture	4,500 ton	7.00	31,500.00
Asphalt Cement in Mixture	680 ton	42.00	28,560.00
Class "A" Concrete in Box Culverts and Walls	600 cu.yd.	117.00	70,200.00
Reinforcement in Box Culverts and Walls	80,000 lb.	0.25	20,000.00
Inlet Grate	All Required		175.00
Pipe Handrail	300 lin.ft.	8.00	2,400.00
Preparation of Slopes	130 sq.yd.	8.00	1,040.00
Concrete Slope Paving	130 sq.yd.	15.00	1,950.00
18-inch Culvert Pipe	620 lin.ft.	6.00	3,720.00
24-inch Culvert Pipe	45 lin.ft.	8.00	360.00
15-inch Siphon Pipe	420 lin.ft.	5.00	2,100.00
18-inch Irrigation Pipe	110 lin.ft.	6.00	660.00
10-inch Sewer Pipe	2,000 lin.ft.	3.00	6,000.00
12-inch Sewer Pipe	980 lin.ft.	4.00	3,920.00
15-inch Sewer Pipe	1,090 lin.ft.	5.00	5,450.00
18-inch Sewer Pipe	830 lin.ft.	7.00	5,810.00
Extra for Pipe Under Pavement	90 lin.ft.	6.00	540.00
Concrete Inlets, Type "CG-1"	48 only	200.00	9,600.00

Concrete Inlets, Type "G-2MA"	1 only	225.00	$ 225.00
Concrete Siphon Boxes	2 only	375.00	750.00
Diversion Box, Sta. 101+00	1 only	450.00	450.00
Guard Rail, Type 2A	400 lin.ft.	5.00	2,000.00
Type 2 Fence	7,500 lin.ft.	0.65	4,875.00
16' x 48" Single Gates	1 only	65.00	65.00
32' x 48" Double Gates	2 only	125.00	250.00
Concrete Curbs	760 cu.yd.	52.50	39,900.00
Extra for Asphalt Approaches	40 only	65.00	2,600.00
Adjusting Manholes	35 only	70.00	2,450.00
Roadside Seeding and Mulching	1.4 acre	475.00	665.00
Concrete Shoulder Barrier	20 cu.yd.	170.00	3,400.00
			$627,055.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,000.00
Temporary Erosion Control	All Required		2,000.00
			$ 3,000.00
		Subtotal	$630,055.00
		Engr. & Cont.	85,057.00
		Total	$715,112.00

Length of Roadway - - - - - - - - 1.269 miles
Cost of Roadway Per Mile- - - - $563,524.03

Federal Funds - - - - - - - -

AIRPORT RD.-HILTON RD. SECTION

PROJECT NO. S-SU-15-107(1)

Nonparticipating State Work

Permanent Pavement Striping	All Required	$	500.00

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 106580

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
7-16-71	68 1968	

CREDIT DISTRIBUTION

515-1017-297

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Jackson County
Medford, Oregon

RECEIVED
COUNTY & CITY SECTION
JUL 19 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Robert J.Carstensen, Director of Public Works			
Advance Deposit			113,100.00
Partial transfer of the advance deposit for Airport Road-Hilton Road Section, Biddle Road, I.S. 15-107. Covered by agreement dated 9/20/68 and 8/1 /70.			113,100.00
To be retained			30,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By_____

ENGR. ☑ SCOR. ☑ CE ☑ RE ☑ U-
☑ UPE ☑ CE ☑ RE ☑ NrE ☐

July 15, 1971

Board of Commissioners
Jackson County Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen
Director of Public Works

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $143,100 for subject project.

A copy of the construction plans and the contract (No. 7611) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Section

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

cc: Mr. Verne Thorpe
City Engineer
Medford

June 25, 1971

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attention: Mr. Robert Carstensen, Public Works Director

Gentlemen:

On June 24, 1971, a satisfactory bid was received from the M. C. Lininger & Sons Company of Medford for the Airport Road-Hilton Road Section of Biddle Road, FAS 15-107. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$ 625,055.00
Flagging	1,000.00
Striping	500.00
Temporary Erosion Control	2,000.00
Engineering and Contingencies (13¼ %)	85,124.92
Estimated Total Cost	$ 715,679.92

County Advance Deposit:

20% of $715,679.92 = $143,135.98, or say $ 143,100.00

Please make this advance deposit in the amount of $143,100.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

NOTED
H. S. COX

HR:ljt

RICHARD BLADORN

NOTED
DON HARWELL

RECEIVED
JUL 13 1971
FOR FILING

S-SU-15-107(1)
7611

July 13, 1971

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7611 for $627,055 awarded to you by the State Highway Commission on July 1, 1971, for work on the Airport Road-Hilton Road Section of FAS 15-107 in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Marchant
C. T. Keasey
B. E. Brown

RECEIVED
JUL 1 - 1971
FOR FILING

S-SU-15-1C4(1)
7611

July 1, 1971

H. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on June 28, 1971, accepted your proposal on the Airport Road-Hilton Road Section of FAS 15-107 in Jackson County for the sum of $627,085 and referred it to the State Highway Engineer with authority to award the contract as soon as Jackson County approved the project and deposited $143,100.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7611.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
C. T. Kenney
B. E. Brown
William Gaibel (SAIF)

RECEIVED
JUL 1 - 1971
FOR FILING

S-SU-15-107(1)
7611

June 14, 1971

City of Medford
City Hall
Medford, Oregon 97501

MISC. CONTRACTS and
AGREEMENTS No. 4229

Attention: D. F. Huson
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Medford, Jackson County and the Oregon State Highway Commission pertaining to construction of the Airport Road-Hilton Road Section on Riddle Road.

We are sending Jackson County a fully executed copy of this agreement and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 6-26

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-8-71

BY (Signature): MR. YOUNG'S MAY 21, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1059 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1059	S-SU-15-107(1)	1.23	625,000	395,000	AIRPORT ROAD - HILTON ROAD SECTION.	GRADE, DRAIN. 4-12' LANES HIGH TYPE PAVEMENT.

6-8-71

Young 6-11-71

RECEIVED
NOTED
F. B. KLABOE '71
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe cy Edw 6-10-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

BASED ON INFORMATION INCLUDED IN MR. REYNOLDSON'S JUNE 4, 1971 MEMORANDUM TO THE FILES WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO ALLOW A TWO WEEK ADVERTISING PERIOD FOR THIS PROJECT.

RECEIVED JUN 16 1971 FHWA

SU-15-107(1)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-8-71	For E. SIMPSON, DIVISION ENGINEER

Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Copy to: John Oaks
R. N. Chase
C. G. Swanson
C. T. Keasey.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

5-26-71

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 15-107

Project Name Airport Road-Hilton Road Section, Biddle Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon,

this 26th day of May, 1971.

JACKSON County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☐
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

(5/12/70)

RECEIVED
MAY 25 1971
FOR FILING

S-SU-15-107(1)
7611

May 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Project, Item 1039, Project No. S-SU-15-107(1), Airport Road-Hilton Road Section, which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

Enclosed are copies of the State and District 6 Clearinghouse approvals for the project.

It is our intention to receive bids for this project on June 24, 1971.

Very truly yours,

R. L. Fortin
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Enclosures
JLG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

Rev. 5-21-71

FEDERAL-AID (PR

CARD 2 — REPORT NUMBER: 1 (18)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd. Medford North 1.23 miles (21 … 65)

ADT — PRESENT: 2,800 — FUTURE: 5,600 (66)(70) — YR (72)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr. Dr., High Type Pave (28 … 62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. A (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — COUNTY NAME: Jac — NAME OF URBAN AREA (17-31): Medford — ROUTE NO. S — FEDERAL 15-10

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 … 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJEC: TOTAL ESTIMATED COST (59 … 66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42			Co. Rd. N. City Limits Medford North 1.23 Miles (Airport Road - Hilton Road Section)			
5					PE					
5					ROW					
5					CONST (CODE)			1.23	625,000	395,000
							PROJECT TOTALS	1.23	625,000	395,000

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Rev. 5-21-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	2,800	5,600	91	08	Oregon	35	022	1059

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						S-SU-	15-107(1)			

COUNTY NAME: Jackson — CODE: 029

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 15-107 — STATE: Co. Rd.

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
y Limits 1.23						Grade, drain 4-12' lanes H.T. pave., with 16' median, curbs with 2' shy distance.
ection)						ROW - 80' min.; access control - none; parking restriction - complete.
	1.23	625,000	395,000	115,000	115,000 (Co.)	
PROJECT TOTALS	1.23	625,000	395,000	115,000	115,000 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 46805-P61

Existing Facilities: 20' AC pavement with gravel shoulders varying from 4' to 10' in width.

Adjacent Sections: North End - Two 10' AC travel lanes with 4' gravel shoulders.
South End - Four 12' travel lanes, 4' median and curbs with 2' shy distance. Paved total 56' width with AC.

Project Data: Grade, drain, base, curb & pave a roadway 68' in width, having four 12' travel lanes, 16' median & 2' shy distance from curb; except that portion of roadway under the structure for a private roadway (M.E.D.C.O.) which will be 47' between curbs and will have four 11' travel lanes & 1.5' shy distance from the curb. The project will then taper to a 56' section and will then extend to meet the existing curb & will have four 12' travel lanes, 4' median & 2' shy distance from the curb. No sidewalks. There will be a 3'x10' box culvert constructed to improve the drainage of a creek & eliminate a swamp. Striping by State.

NOTE: The above-mentioned 47' roadway section extends from Station 156+00 to Station 162+00 (600') and has been established by existing culture and undercrossing structure. It is considered impractical and too costly to reconstruct the M.E.D.C.O. structure, which was constructed with Interstate Funds under Project I-5-1(23)28, Bridge #8862, as part of the Crater Lake Interchange.

Right-of-Way: 80' minimum.

Access Control: None.

N ROAD SECTION

-107(1)

System Action, Railroads, Water Development, Historical and Recreational Areas: None involved.

Airports: The Medford Municipal Airport lies to the northeast of the north section of the project. The project will not interfere with flight patterns of the take-off and landing runways as explained in the Highway Div. letter of 4-8-71.

Public Hearing: Opportunity for Public Hearing offered by publication in news media on Jan. 7, 1971 and Jan. 14, 1971. No requests for a hearing were received.

State Clearinghouse: Approval received April 15, 1970.

District 8 Clearinghouse: Approval received April 27, 1970.

Negative Declaration: Concurred in on April 2, 1971.

Location/Design: Approved as of April 15, 1971, under the provisions of Secondary Road Plan.

Certification required by Section 128 of Title 23 U.S.C. made as of April 2, 1971, under the provisions of Secondary Road Plan.

Relocation Assistance Payments: No families or businesses involved. Jackson County will make such incidental relocation payments as required for right-of-way acquired.

Route Data: This route runs through a residential-farming area & serves an airport & is a school bus & mail route.

The State does not, at this time, have the legal authority to control the use by Utilities of the right-of-way on this project. A State-County agreement is being prepared to comply with par. 6d(1) of PPM 30-4.1.

ADT 300 - 1971 DHV 240 - 1971
5600 - 1991 500 - 1991

SAFETY: _____

MEMO TO R. N. CHASE Date: 5/5/71

FAS 15-107, Jackson COUNTY, Airport Road-Hilton Road SECTION

TERMINI: On the easterly city limits of the city of Medford. MP 0.20 to MP 1.43

PROPOSED WORK: Grade, drain, curb, and pave.

PROJECT LENGTH: 1.23 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	625,000	375,000	125,000	125,000	

EXISTING FACILITIES: 20' AC paving with gravel shoulders varying from 4-10' in width.

ADJACENT SECTIONS:
NORTH/[illegible] END: Two 10' AC travel lanes with 4' gravel shoulders.

SOUTH/[illegible] END: Two 12' travel lanes, 8' shldrs & 4' median. Paved total 44' width with AC.

PROJECT DATA: Grade, drain, base, curb & pave a roadway 68' in width, having four 12' travel lanes, 10' median & 2' shy distance from curb; except that portion of roadway under the structure for a private roadway (M.E.D.C.O.) which will be 47' between curbs and will have four 11' travel lanes & 1.5' shy distance from the curb. The project will then taper to a 56' section and will then extend to meet the existing curb & will have four 12' travel lanes, 4' median & 2' shy distance from the curb. No sidewalks. There will be a 3'X10' box culvert constructed to improve the drainage ~~of~~ a creek & eliminate a swamp. Striping by State.

RIGHT-OF-WAY: 80' minimum.

ACCESS CONTROL: None.
RAILROAD CROSSING: None.

MINIMUM DESIGN STANDARDS: Roadside culture has caused the reduction of the dimension of the roadway. See MEMO TO FILES dated 5/3/71.
SYSTEM ACTION: Completed.
PUBLIC HEARING: Offer advertised 1/7/71 & 1/14/71. No request was made.
UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: This route runs through a residential-farming area & serves an airport & is a school bus & mail route.

Certification of public hearing: 4/2/71.
Park and recreation area affected: No parks affected.
Relocation assistance: No one moved; no assistance.

Social, economic & environmental effects considered: Yes.
Location and design approved: 4/15/71.
Clearinghouse approved: 4/10/70.
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

Negative declaration: 4/2/71.
Rogue Valley Council of Gov't: 4/27/70.

MEMO TO FILES

May 3, 1971

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

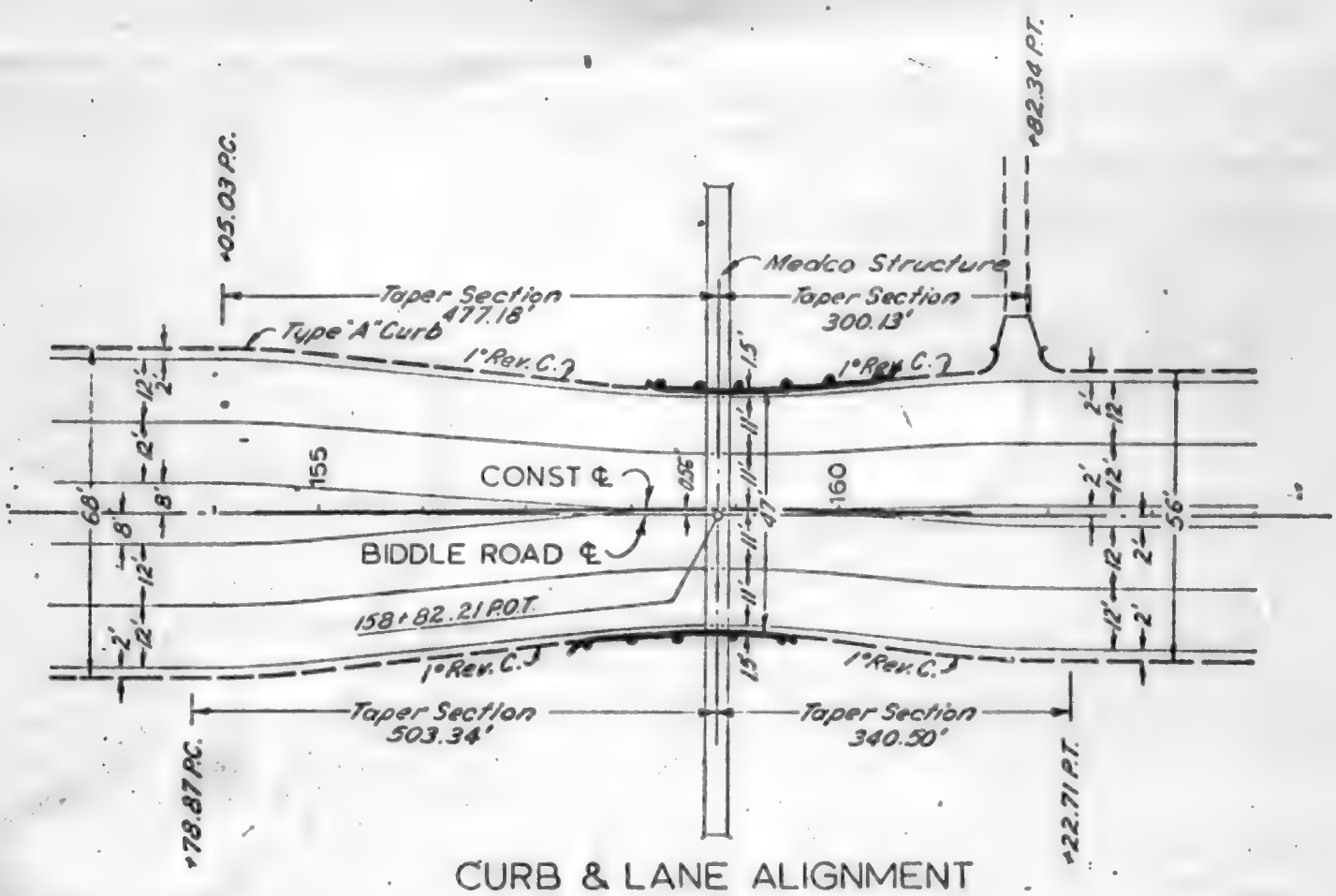
Jackson County proposed the construction of the subject project in July, 1968, and requested the construction of a four-lane facility. The typical section will consist of four 12-foot travel lanes, 2-foot curb shy distances, and a 16-foot median, except where the facility passes under the MEDCO Road structure. Here the roadway section will have to narrow to 47 feet between curbs to clear the structure bents. Guardrail will also be installed around the face of the bents and warning signs will be placed at strategic places as traffic safety measures.

During the early planning stages of this project, Clifford Christianson (FHWA Area Engineer at that time) and I met with Bob Carstensen, Jackson County Entineer, and discussed the project in general, and the MEDCO structure problem in particular. It was determined that the above method was the most practical and feasible solution to the problem, and Mr. Christianson concurred in that method.

It was also determined at that time that the proposed facility south of the MEDCO structure should be 56 feet between curbs in order to conform and connect to the existing 56-foot curbed roadway, as constructed by the State in conjunction with the Biddle Road Interchange. This section shall consist of four 12-foot travel lanes, 4-foot median, and 2-foot shy distances without parking.

Harold Reynoldson
Rural Program Engineer
County and City Section

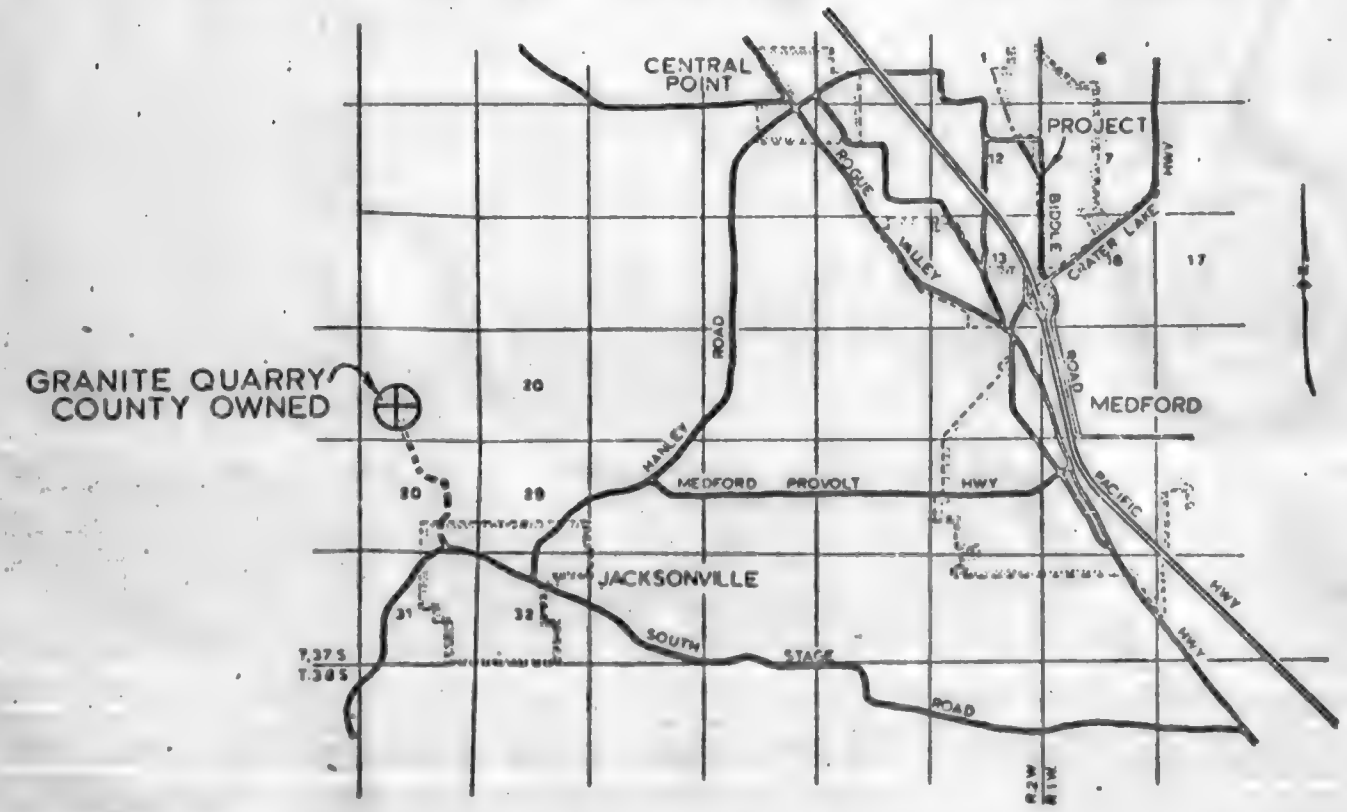
HR:ljt
cc: FHWA



CURB & LANE ALIGNMENT

STA. 154+40 to STA. 161+30

Install guard rail (Type 2A) 200' Rt., 200' Lt.



GRANITE QUARRY

Sketch Map

SCALE 0 1 MILE

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

May 6, 1971

RECEIVED
COUNTY & CITY SECTION
MAY 7 1971
ENGR. COOR. CE AE LUE
UPE CE RE RPE

Mr. H. S. Cox
County and City Engineer
State Highway Building, Room 405
Salem, Oregon 97310

Re: Airport Road-Hilton Road Sec.
FAS 15-107 (Biddle Road)
Jackson County

Attention: Harold Reynoldson

Confirming our conversation of 5-5-71, we are requesting the following changes be incorporated into the plans and specifications for subject project;

County 1. The fence between stations 100 and 114 be placed on the easement line instead of the R/W line.

2. The 3-way diversion box at station 101+00 be changed to a 2-way. The outlet on the north side to be eliminated.

3. The gutter drainage at station 144+80 be eliminated and all roadbed water carried to the outlet at station 130+00. Eliminate perf. drain pipe and special filter material.

County 4. Eliminate the R/W jog between stations 145+00 and 147+00 left. This area is to be backfilled with the excavation from the channel change at station 150+97 (by others).

5. Install 8" galvanized metal irrigation pipe at station 145+00 from R/W to R/W. alt Gristmill 5/6/71

Note-By telephone Bill Gadd is agreed to a concrete tile conduit for irrigation pipe pipe 5/6/71 HE

County 6. The 10' easement between stations 145 and 150 to be temporary. The permanent easement to extend only one foot outside the retaining wall footing.

7. Provide means of ingress-egress for residents along Biddle, Gilman and Lawnsdale Roads. This will include either staggering the construction of the two box culverts or providing a temporary detour.

✓

County 8. All traffic signing is to be done by the State. County will do the permanent signing Per Carstensen 5/5/71 WG

9. All striping work is to be done by the State. A left turn refuge for the Meat Packing Plant right of station 146+50 is required.

The County has no objections to the complete closure of Biddle Road except as noted under item #7. The County is improving Bullock Road for use as a detour during this interval.

Very truly yours,

ROBERT J. CARSTENSEN, Director
Department of Public Works

by Wm. Gaddis
Wm. Gaddis, Assistant Director

WG:tlr

cc Frank Tarpin

May 5, 1971

(date)

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Att'n Mr. R. J. Carstensen, Public Works Director

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 15-107

Section Airport Road-Hilton Road Section, Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1971
ENGR. ☑ OGGR. ☑ CC ☐
☑ UPE ☑ RE ☑ RE ☒

May 26 1971
(date)

By Lawrence Keating Chairman

By Dan M. Malloy
Commissioner

By Henry J. Pedigrew
Commissioner

cc: L. H. Young
Attn: Duane Ridings

April 29, 1971

Mr. Robert Carstensen
Director of Public Works
Jackson County Courthouse
Medford, Oregon 97501

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Dear Bob,

A print of the proposed traffic control signing for this project is enclosed. The estimated cost of the signing for this project is $8,800.

Also enclosed is a print of the preliminary plans for your use and reference. There may be some changes in them, but I believe they will be minor. We will send you a copy when they are printed.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
H. S. COX

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

NOTED
DON HARWELL

FAS 15-107
Jackson Co

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 28, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FAS 15-107(-)
Airport Road - Hilton Road Section
Biddle Road
Box Culvert Extension

Mr. Cox, by letter of April 27, requests our concurrence in the County's and State's proposal to construct a box culvert in lieu of an open ditch for the drainage facility at Station 150+97 on subject project. The request was based on safety, future land use, preservation of the natural environment and the high maintenance costs that would result from open ditch construction.

The matter has been carefully evaluated and it is agreed that the box culvert should be installed. Such an installation is certainly in the public interest and its construction is considered eligible for Federal-aid participation.

5-3-71
FBK told Ellison to
let job in June (RW-etc)
Hall-Bob informed Dan H.
all interested

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

D. B. KLARQE

NOTED
JOM EDWARDS

RECEIVED
COUNTY & CITY SECTION
MAY 3 1971
☑ ENGR. ☑ COOR. ☑ OE ☐ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

4-30-71
REFERRED TO
Coy - Hall
BY ASSTT. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1971

OREGON STATE HIGHWAY DIVISION

S-SU-15-107(1)
7611

HIGHWAY BUILDING • SALEM, OREGON • 97310 April 27, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Attached is a letter from Mr. Robert J. Carstensen, Director of Public Works in Jackson County, requesting the construction of a 450 foot long, 3' x 10' box culvert in lieu of an open ditch on the Airport Road-Hilton Road Section of Biddle Road, FAS 15-107. The box culvert, as proposed by the County, would provide a safe, maintenance-free drainage system and would provide far less disruption to the environment and future development than an open ditch. Therefore, we feel that the County's proposal is reasonable and request your concurrence.

The box culvert would initially cost almost twice the amount of the ditch. However, after it is completed and covered over, maintenance costs would be minimal. On the other hand, the ditch would require constant maintenance and repair, due to the sandy-loam type of soil in the area. Furthermore, the open channel would be a constant source of danger which could lead to claims against the County, as a result of accidents or even loss of life.

The open channel would require the County to purchase with county funds an approximate 50-foot wide strip of right-of-way, whereas the box culvert would require only a drainage easement which the County could probably obtain at no cost. The land within the ditch right-of-way will be permanently removed from production or development while the area over the box culvert will remain available for future land use development.

The County is attempting to provide an efficient drainage system and at the same time maintain a high quality of environmental compatibility. The open channel would certainly have a detrimental impact on the surrounding environment and the quality of human livability. It could

NOTED
TOM [illegible]

become subject to carrying polutant wastes and thus develop into an undesirable and unhealthy situation for the surrounding population. The underground concrete box culvert, on the other hand, would have no adverse effect on either the existing or future environment, and would be a definite benefit to any anticipated developments in the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall

RECEIVED
APR 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JACKSON COUNTY ENGINEER

F.A.S. 15.10
Jackson Co

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

March 15, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 16 1971
ENGR. COOR. LE RE UE
UPE RE RPE

Mr. H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

Re: Proposed Biddle Road Project
Airport Road-Hilton Road Sec.
Jackson County

Dear Mr. Cox:

As noted in previous correspondence, Jackson County is most anxious to proceed with contracting subject FAS-C Project by July of 1971.

The County has resolved all right-of-way problems and has complied with Federal requirements regarding Opportunity for Public Hearing on this project. Apparently the only remaining obstacle is a determination of the proper design for the drainage facility at Station 150+97.

The need for a 3' x 10' R.C.B.C. at this location has been established during several meetings with City and State officials. The cross sectional area was determined by the maximum flow through the existing drainage during the December 2, 1962 high water which was maximum for this area. The 3' x 10' configuration was determined to be the most feasible because of the location of existing large water and sewer lines buried under Biddle Road.

The County has proposed a 450-foot long structure from Biddle Road to Bear Creek as shown on the attached sketch. The State has counter-proposed an alternate design with only 90-feet of structure and 360-feet of open channel. The County is opposed to this alternate for the following reasons:

1. Safety - The proposed open channel would be up to seven feet in depth with steep sides. This would create a serious potential hazard to children and livestock. Fencing would not insure the elimination of responsibility and liability.

2. Loss of Access and Property - The proposed open channel would require approximately fifty feet of right-of-way. This would bisect a valuable piece of commercial property and would eliminate access to an existing industry from Midway Road.

3. Ecology - With the current emphasis on preserving the natural environment, it would seem most irresponsible to create an ugly, dangerous facility such as the proposed open channel. The growth trend is for continuing development in this area and the open channel proposal is absolutely incompatible with increased population and with the Class "A" type of curb and gutter highway which Biddle Road will become. The County feels strongly that the participating agencies have a responsibility to design this large drainage facility to the same high standard as the highway itself.

4. Maintenance Upkeep - It would be impossible to hold an open channel in the sandy-loam type of soil found in this area. Continual maintenance would be required and would soon consume as much cost as for the initial installation of a continuous structure. The additional cost of gunite or rip-rap and fencing would also begin to approximate the cost of the structure.

Jackson County and City of Medford representatives have met on several occasions with various State officials over the years in attempts to work out a solution which would correct the haphazard drainage of this area, left us in large part by the State construction of Interstate 5, the Medco Haul Road and the reconstruction of the Crater Lake Highway. The County was informed at one time that the State would cooperate in the future correction of this drainage if the County would sign the necessary agreements to allow the State to proceed with the freeway construction. When the Crater Lake Highway was reconstructed the State again agreed to assist the County with this problem. Unfortunately the County was unable to acquire the necessary right-of-way at that time. Now there is an excellent opportunity to correct this situation and it is hoped that the State will recognize its prior implied commitment to participate in this drainage facility.

The Bureau of Public Roads has also reviewed this matter and has unofficially expressed to the County and to the State that they feel the inclusion of the total drainage structure is a proper and justifiable project item.

In view of all the above and since the State's share is relatively small in comparison to the benefits derived, it is urged that the County's proposal receive favorable consideration.

In summation, the County respectfully requests full State-Federal participation for a completely enclosed drainage facility from Biddle Road to Bear Creek and that the design of the entire project be completed as quickly as possible. County FAS-C funds and matching money are available for an early summer contract letting.

Very truly yours,

Robert J. Carstensen

Robert J. Carstensen, Director
Department of Public Works
Jackson County

Attachment

RJC:bb

RECEIVED
COUNTY & CITY SECTION
MAR 1 1971
ENGR. GEOR. JE RE UE
UPE CE RE RPE

7+00 C-d Ch. Ch.

P.I. + BC. 37 P.I.

C+81.99 P.I.

(7) Inst. Irrig. Conduit through Exist. Culv. & pressure Pipe.

(4) County will Const. Ch. Ch

Inst. 12" Perf. Drain Pipe in old Channel & outlet through exist. Culv.

(10) 30' Perm Ease: Drainage

(6) Perm Ease Drainage

145+00

+50

+00

50

40

55

(2) 0.05 Ac. ±

43615-L

(8)

(1) 0.05 Ac. ±

CC 1Ct 27.00 POT

CC 1Ct 60.00 POT

K.C. 81+64.38 P.I.

±10' from Ch. Ch

(1) Co. Engr. requests drop inlet design with grate

43615-A

(5) 1.0 Ac. ±

Ease

Co. Engr. request retaining wall - 206' - 40' Rt. to Face. Move R/W back to face of Wall. Use orig. R/W as Perm. Ease - Fill slopes & footings

(3)

(9)

(8)

10.28 Ac. ±

+25 DW 20' Gate "Addition"

+69 DW 2-30' Gates "Revision"

+40 DW 2-20' Gates "Addition"

(2) County Engr. requests 10'x3' RCPC be extended to Bear Creek.

(10) 10' Perm. Ease: Drainage

Rip-rap required will be done by County forces (5)

Creek

HILTON ROAD

AIRPORT ROAD - HILTON ROAD SECTION
REVISIONS AND ADDITIONS REQUESTED
BY COUNTY ENGINEER
BIDDLE ROAD FAS 15-107
JACKSON COUNTY

PART OF DRG. NO. 98-6-4 SCALE: 1"=100'
MARCH 1970

Form E-46

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Airport Road - Hilton Road FAS 15-107 Jackson County

Cost Comparison, Box Culvert Installation at Sta. 150+97

4-8-71

Tom Iwen

	Item		Unit	Net	Allow.	Total	Unit Cost	Cost
10'x3' R.C.B.C. - 90' with Riprap Lined Channel								
	Ditch Exc		Cu Yd	3374	336	3710	3.00	11,130.00
	Trench Exc		" "	499	50	549	4.50	2,470.50
	Class "A" Conc.		" "	82	8	90	95.00	8,550.00
	Metal Reinf.		lb	12,980	1290	14,270	0.16	2,283.20
	Class 50 Riprap		Cu Yd	437	43	480	8.00	3,840.00
	Class 100 "		" "	115	12	127	8.00	1,016.00
	1¼-0 Filter Mat.		" "	282	28	310	3.50	1,085.00
							$	30,374.70
10'x3' R.C.B.C. - 450'								
	Ditch Exc.		Cu Yd	778	78	856	3.00	2,568.00
	Trench Exc		" "	1724	172	1896	4.50	8,532.00
	Class "A" Conc.		" "	356	36	392	95.00	37,240.00
	Metal Reinf		lb.	60,605	6065	66,670	0.16	10,667.20
							$	59,007.20

FORM S-30

RECEIVED
COUNTY & CITY SECTION
APR 22 1971
ENGR. ✓ GEOR. ✓ UE
✓ UPE ✓ CE ✓ RE ✓ RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 20, 1971

To: MEMO TO THE FILES

SUBJECT: Airport Rd.-Hilton Rd. Sec.
FAS 15-107 (Biddle Road)
Jackson County

This memo is a followup to C. T. Keasey's letter of April 9, 1971 to Jackson County, as well as Jack M. Cartwright's phone call of April 20, 1971.

Subsequent to Cartwright's said call, I phoned Robert J. Carstensen, Director of Public Works, and discussed the status of his negotiations with the Bear Creek Valley Sanitary Authority for a proper backfill to the Authority's proposed installation between Stations 100 and 118.

Carstensen stated that as a result of Keasey's letter of April 9, he had contacted the Authority and had been informed that they would require their contractor to backfill with sand to a point 2 feet above the pipe. They would then backfill, as the State had requested, with granular material in lifts not to exceed 6 inches and achieve a 92% compaction to a point 3 feet below the existing surface. The last 3 feet would be placed in similar 6-inch lifts but achieve a compaction of 95%.

He stated that as the Authority's contractor is presently backfilling in conformance with his specifications, the county would be required to pay the additional cost, and this they had agreed to do.

Carstensen then said they were already faced with a problem with the sand portion in that there was very little or none available in the area. He felt this might be bypassed by substituting decomposed granite or ¼inch-0 crusher rejects.

We also discussed that portion of the project from Station 118 to 165 where the Authority has already made their installation and which lies within the existing Biddle Road right of way. Carstensen stated that the county had an inspector on most of this backfill and the Authority did have a cat and grid roller work down the backfill. In addition, this area has set over one winter. However, the grid roller was only able to come within

about 5 feet of the manholes and this would leave a potential soft pocket that could cause some settlement and this would not be good if it fell within the curb alignment.

I explained that we, Keasey, Cartwright, and I had discussed the possibility of having an anticipated item in the State's contract for special procedures to be taken through the area of Station 100-118, where the State's contractor would be required to take appropriate steps to achieve the necessary compaction.

Carstensen agreed with this but requested that we hold up a week or so and give him a chance to see the results of the Authority's backfill. He stated that their contractor is moving into this area now.

He also stated that the anticipated item might be used in the aforementioned area that the grid roller could not reach. He felt that this cost should be paid on the same prorata basis as the overall project.

After my conversation with Carstensen, I discussed the results with Keasey. He concurred in Carstensen's actions and said he felt that the State should have a special provision alerting prospective bidders to the fact that the Sanitary Authority will have a contractor working the said area and it is anticipated that his installation will be completed by a certain date. He stated that this date should be furnished by someone other than this office.

By reference herein, I suggest that Jack Cartwright take action to have this provision included in the State's contract.

John E. Holcomb

JOHN E. HOLCOMB
Region Utility Engineer

JEH/cw
cc C. T. Keasey
T. W. Litchfield
H. S. Cox
F. D. Morgan
Frank Hall
B. E. Brown

LOCATION - DESIGN APPROVAL

COUNTY: JACKSON

SECTION: Airport Road-Hilton Road

FAS NO.: 15-107

ROAD NAME: Biddle Road

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a four lane facility 68 feet wide between curbs with four 12-foot travel lanes, a 16-foot median, and 2-foot shy distances from the curbs.

ESTIMATED COST: $450,000

HIGHWAY COMMISSION APPROVAL: August 20, 1968

HEARING: No request received, no hearing necessary.

STATE CLEARINGHOUSE REVIEW: April 10, 1970

SECTION 204 REVIEW: None required.

REMARKS: Negative Declaration endorsed April 2, 1971.

APPROVED: April 15, 19 71

J. B. Kabou

Assistant State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

Jackson County Sept. of Public Works
County Court House
Medford, Oregon 97501

April 9, 1971

Attention Mr. Robert J. Carstensen
Director of Public Works

Subject: Airport Rd.-Hilton Rd. Sec.
FAS 15-107 (Biddle Road)
Jackson County

Gentlemen:

This letter is to document a discussion which took place between your Mr. Curt Tecmire and Messrs. Bill Brown and John Holcomb of the Oregon State Highway Division, on Thursday, April 8, 1971 in regard to backfilling practices of the Bear Creek Valley Sanitary Authority in installing their sewer lines.

It has been brought to my attention that the contractor for the Sanitary Authority has been placing his backfill in large quantities of considerable depth with no attempt to compact the material other than natural settlement, or walking down with a track type dozer. It is my understanding that this has been standard procedure, particularly in cross country areas. This causes us to be concerned about that area between Stations 100 and 118 of the proposed subject project.

We do not feel that roadbed construction subsequent to such installations is in keeping with good engineering practices and will only lead to future maintenance problems, and costly corrections.

I am, therefore, requesting that the county take appropriate steps to insure a proper backfill and adequate compaction of the sanitary sewer to be installed through the aforementioned area. If this cannot be accomplished through the Sanitary Authority's contract, it may be necessary for the State to take corrective measures during our construction and we find these measures to be rather expensive.

Very truly yours,

C. T. KEASEY
Region Engineer

JEH/cw
cc F. D. Morgan
Frank Hall
H. S. Cox
T. W. Litchfield
Bill E. Brown
John E. Holcomb

RECEIVED
COUNTY & CITY SECTION
APR 12 1971
ENGR. CO.JR. UE AE UE
UPE RE RPE

RECEIVED
APR 12 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

S-SU-15-107(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 8, 1971

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. E. Young
P. L. Hall
R. N. Chase

Mr. Robert F. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attn: Mr. Glen Green
Engineering Coordinator

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Dear Mr. Simpson:

The northerly portion of the proposed project is in close proximity to the Medford Municipal Airport; however, assurance is given that it will have no adverse effect on the functional operations of the airport.

The Medford Airport is situated on an elevated bench and the proposed roadway facility will be constructed on the low ground at the foot of the bench west of the airport, thus causing no obstacles to possible aircraft flight patterns. A U.S.C. & G.S. Bench Mark shows an elevation of 1,308.775 at the airport and design plans indicate that the elevation of the finished grade of the new roadway is 1,295 at the north end of the project.

The major portion of the project will follow the same grade and alignment of the existing roadway, except that the northerly 2,000 feet will veer westerly on new alignment across low ground. This will allow through traffic to bypass congested areas in the immediate vicinity of the airport. It is also intended to connect existing Airport Road and Biddle Road to the new facility which will provide safer and more uncongested access to the airport parking areas and administrative facilities.

NOTED
F. B. KLABOE

In conformance with the Bear Creek Area Transportation Plan, Jackson County proposes to extend the Biddle Road improvement northwesterly to Central Point and in doing so, will follow the present plan of keeping to the low ground in order not to be in conflict with airport operations. It is further understood that Jackson County now has jurisdiction and control of the Medford Airport; therefore, it can be assumed that the County will not develop a road system that will jeopardize any airport development.

Very truly yours,

R. L. Porter
State Highway Engineer

By: D. H. Pringle
for H. S. Cox
County and City Engineer

RECEIVED
APR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RMP:ljt

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

April 6, 1971

RECEIVED
COUNTY & CITY SECTION
APR 12 1971
☐ ENGR. ☑ CSUR. ☐ UE ☐ PE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ WPE ☐

Mr. H. S. Cox
County and City Engineer
State Highway Building, Room 405
Salem, Oregon 97310

Re: FAS 15-107
Airport Road - Hilton Road Section
Biddle Road
Jackson County

Dear Mr. Cox,

Herewith the necessary statements from Jackson County pertaining to public hearing, social, environmental and economic effects of subject project:

1. A notice offering an opportunity for a public hearing was published in the Medford Mail Tribune on January 7th and 14th, 1971. No request for a public hearing was received; a public hearing was not held.

2. Informational meetings were held to the extent that each of the abutting property owners were contacted and the proposed improvement explained. All the abutting owners are in favor of the improvement.

3. The County has considered the social, environmental and economic effects of the location and design of this project and finds it compatible to land use and to the planned arterial system. A copy of the Bear Creek Area Transportation study is enclosed.

Very truly yours,

Robert J. Carstensen, Director
Department of Public Works
Jackson County

tlr

Enclosures

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

April 6, 1971

RECEIVED
COUNTY & CITY SECTION
APR 12 1971
ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
State Highway Building, Room 405
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid FAS-C project on the Airport Road-Hilton Road section of Biddle Road in Jackson County.

1. The project lies partially in the City of Medford. The improvement consists of drainage, grading, curbing and paving a four lane facility. The major portion will be coincident with the alignment of the existing two lane facility.

2. According to the interim report of the Bear Creek Area Transportation Study one of Medford's primary needs is more capacity east of the freeway in a north-south direction. This project will be a continuance of a four lane, curbed section which is planned to eventually extend to Head Road near Central Point. The transportation studies' future loadings show that this type of improvement is necessary for the anticipated traffic. The existing north-south route east of the freeway is narrow and circuitous. The improvement and relocation of this route will provide a highly necessary minor arterial to improve traffic flow through this area.

3. This section of the project is basically a reconstruction of an existing facility. The culture is sparse and the relocated portion of the section is through open farmland. There are no apparent controversial issues involved. The environmental impact is as follows:

   A. Access from Medford to Central Point, Table Rock Road and Highway 140, east of the freeway will be vastly improved.

Noise should not be an important factor because of the light development of the area. Some cultivated farmland will be affected but this will be minimal and by following property boundaries no isolation will occur.

B. The existing character of the area will not be significantly altered by this project except as future development may occur because of increased motoring convenience.

C. No people will be displaced and property improvements are not affected except as discussed under "A" above.

D. No recreation lands are affected.

E. No air or water pollution problems are anticipated.

F. There are no heavy cuts or fills on this project and no detrimental effect to the water table of the area is anticipated.

G. As discussed under item No. 2, this project will be of benefit to local travel and tramsportation quality since there is great need of an arterial type facility to move traffic in a north-south direction east of the freeway.

H. The improvement will enhance work, school, recreational, religious, social and economic opportunities for the residents of the general area in that a safer, more convenient route for transportation to jobs, recreation areas, etc. will be provided.

4. The Biddle Road Project is a necessary link in the planned arterial system to connect major traffic generators. It's location and design are compatible with existing and future needs of the area. The overall environmental impact will be beneficial.

Very truly yours,

Robert J. Carstensen, Director
Department of Public Works
Jackson County

tlr

rogue valley council of governments

courthouse
medford, oregon 97501
phone 773-6211 ext. 292

April 1, 1971

RECEIVED
COUNTY & CITY SECTION
APR 12 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The Jackson County Public Works Department has asked the Rogue Valley Council of Governments to make an Environmental Declaration for the following project:

Airport Road-Hilton Road Section of Biddle Road
FAS 15-107.

The Council of Governments very carefully and thoroughly reviewed this project at its meeting held April 27, 1970, as related to the social, environmental and economical effects that this project may have on the area. The Council by unanimous vote approves this project and finds it compatible to land use and to the planned arterial system.

Sincerely yours,

Gary A. Scott

Gary A. Scott
Executive Director

GAS:dv

cc: Bill Gaddis

MEMORANDUM TO THE FILE

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Airport Road-Hilton Road Section of Biddle Road, FAS 15-107, in Jackson County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Jackson County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By R. H. Pratt Date 4-2-71

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APR - 5 1971
ENGR. COOR. LOC AE UE
UPE GE RW RPE

4/1/71
RHP:ljt

RECEIVED
APR 1 - 1971
FOR FILING

Coast
Rd
Co Rds - Jackson

Salem, Oregon
March 31, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

Negative Environmental
Impact Statements

B U I L D I N G

The following environmental impact statements in the form of negative declarations have been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects for the FAS-C projects involved:

1. Airport Road-Hilton Road Section of Biddle Road
   (FAS 15-107 in Jackson County)

2. O.L.& W. Canal Bridge on Power Line Road
   (FAS 947 in Umatilla County)

If you agree as to the adequacy of these declarations, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office. for distribution.

R. W. Ellison
Assistant Program and Planning Engineer

Attach.

RWE:ia

cc: L. H. Young
Frank L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 26, 1971

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This negative declaration is preceding our request for location and design approval for the Airport Road-Hilton Road Section of Biddle Road, FAS 15-107 in Jackson County.

1. Location and Description of Project

The proposal is located partially in the northerly section of the City of Medford and extends from Airport Road southerly along Biddle Road to Hilton Road a distance of 1.3 miles.

The project consists of grading, draining, curbing and paving a four lane facility 68-feet between curbs with four 12-foot travel lanes, a 16-foot median and 2-foot shy distances from the curbs.

2. Purpose of Project

Biddle Road is classed as a minor arterial in the Bear Creek Area Transportation Study, Transportation Plan - 1985, Interim Report, which is based on projected land use and traffic data. The proposed project is an implementation of the BCATS Transportation Plan and the County intends to further the Plan by constructing additional sections of Biddle Road so that it will ultimately provide a high-grade facility from Medford to the I-5 Freeway at Central Point.

The project is definitely needed, not only to implement the BCATS Transportation Plan, but also to expedite the safe flow of large volumes of traffic resulting from additional land-use developments in the area. It will also provide an alternate high-type facility serving the Medford community, thus relieving traffic volumes on other over-loaded arterial facilities.

3. Discussion of Environmental Impacts

There are a small number of family dwellings scattered along the project and one residential subdivision is located adjacent to the facility; however, the major portion of the highway is flat pasture or cultivated agricultural land. Future land-use pre-

SP 92478.734

dictions suggest that prospective developments will be those of an industrial or commercial nature. The proposed four-lane facility will neither adversely effect existing developments nor impede future growth patterns.

Biddle Road presently serves commercial, residential, and farm areas, plus the Medford Municipal Airport, and further provides mail, school bus and commuter service. The intended development of the route of a four lane arterial will continue its high degree of service to present and anticipated growth of the communal environment.

Right-of-way acquisition will not require the displacement of persons, and will in addition be held to a minimum so that the integrity of the abutting property owners' private environment will be upheld to the maximum extent possible.

Existing drainage and irrigation facilities will be either relocated or replaced with more efficient systems, thus providing a beneficial reduction of the water table in at least one marshy area and thereby eliminating unhealthful stagnant surface water.

Since the project traverses flat terrain, there will be no deep cuts or embankments to act as detriments to abutting property.

There are no wildlife or waterfowl breeding, nesting or feeding grounds to be affected by the project.

Recreational, social, cultural, educational, and religious opportunities will be enhanced by making these activities more easily accessible to the area residents and to the traveling public.

Jackson County afforded the opportunity for a public hearing; however, having received no requests for same, a hearing was not held. Therefore, the County did not receive any opposition to the project on an environmental basis.

4. Basis for Negative Declaration

Having examined the impacts that the proposed project will have on the surrounding environment, it has been concluded that there will be no significant adverse effect on the community, that the benefits will enhance the quality of human livability, and that the project, by implementing the planned arterial system, will provide for the orderly development of total area served.

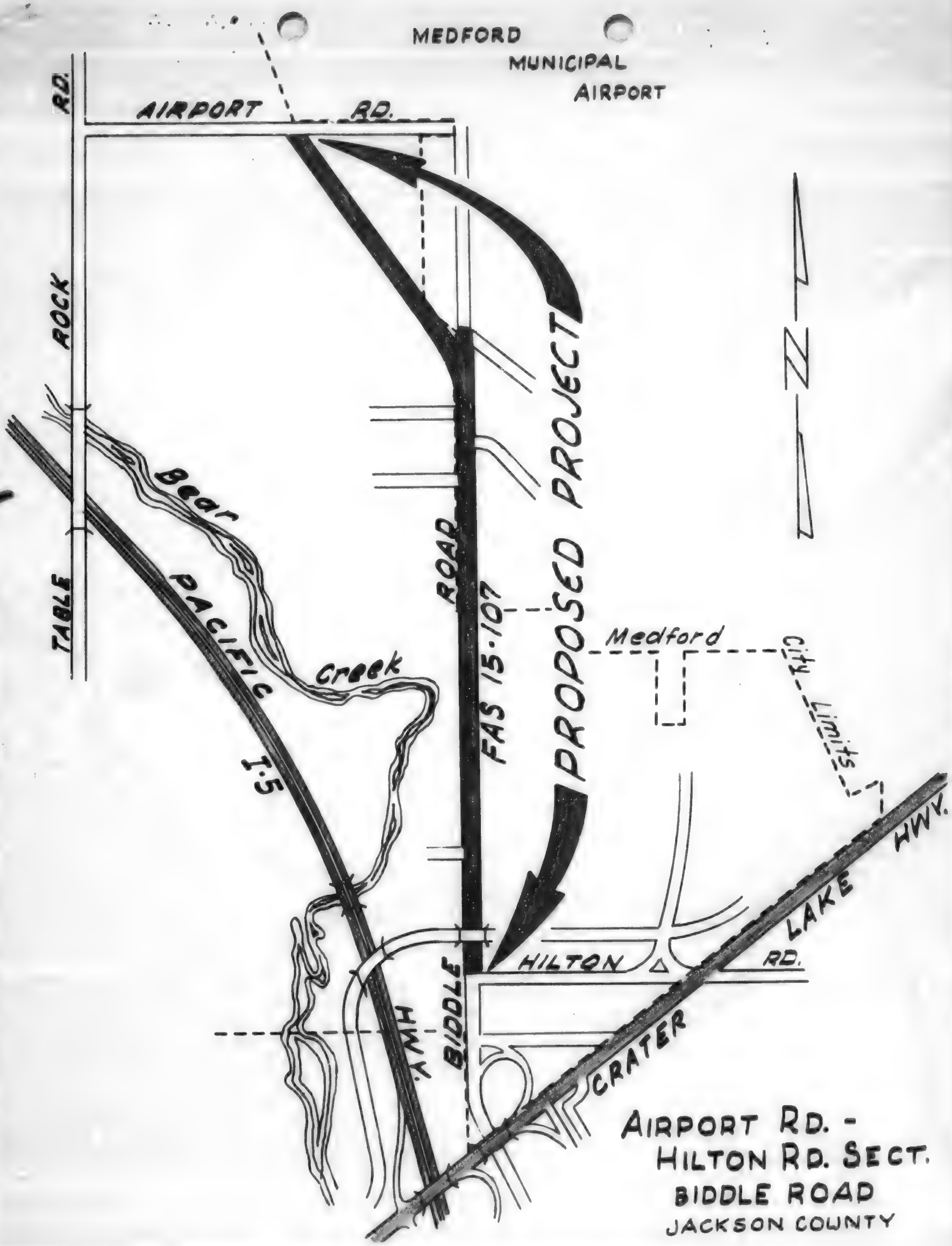
H. S. Cox
County and City Engineer

By _____
Robert H. Prange
Rural Engineer

Endorsement of State Highway Division

Concur _____
Asst. State Highway Engineer

Date 4-2-71



AIRPORT RD. -
HILTON RD. SECT.
BIDDLE ROAD
JACKSON COUNTY

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

February 18, 1971

Oregon State Highway Division
City-County Office
State Highway Building
Salem, Oregon 97301

Attention: Mr. Sy Cox

Re: Biddle Road F.A.S. Project 15-107
Airport Road - Hilton Road Sec.

Dear Sy,

It has been quite some time since we heard from your office concerning the status of subject project.

It is a matter of concern to us that a contract be awarded this summer. The existing road is deteriorating and would involve extensive maintenance to go through another winter.

We would be grateful to know what the anticipated schedule is and also what financial participation we might expect on the proposed box culvert through the Ken Cearley property. This latter was discussed with representatives from your office and the B.P.R. office some time ago and it was our understanding that a decision would be forthcoming shortly. $400,000 cost Later

Hope to hear from you soon.

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
☐ ENGR. ☑ CO.SR. ☐ LE ☐ AE ☐ UE
☐ RPE ☐ PE ☐ RE ☐ RPE ☐

Very truly yours,

Wm. Gaddis

Wm. Gaddis, Asst. Director
Department of Public Works

WG:bb

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

January 25, 1971

Oregon State Highway Division
County and City Section
State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Re: FAS-C Application
Biddle Road
Airport Road - Hilton Road Section
Jackson County

Dear Sy:

Attached herewith is a copy of the Publication and Affidavit of Publication giving notice of the opportunity for a public hearing on subject section.

No requests for a public hearing were received. We will be proceeding with right of negotiations in the near future. — Bob Hold get approval!

Very truly yours,

Wm. Gaddis

Wm. Gaddis
Asst. Director of Public Works
Jackson County

Attachment
WG:bjb

RECEIVED
COUNTY & CITY SECTION
JAN 6 1971
ENGR. CSSR. GE AE UE
UPE CE RE RPE

ROAD HEARING NOTICE

Notice is hereby given that Jackson County has proposed plans for future right-of-way acquisition and construction on the Airport Road-Hilton Road Section of Biddle Road lying partially in the City of Medford, Jackson County, Oregon.

The proposal consists of drainage, grading, curbing and paving a four-lane facility on Biddle Road from Airport Road to Hilton Road.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice is given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Jackson County Board of Commissioners on or before January 28, 1971.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Affidavit of Publication

State of Oregon, }
County of Jackson } ss.

I, Sarah Hayes, being first duly sworn, depose and say that I am the

(OWNER, EDITOR, PUBLISHER, MANAGER.

Principal Clerk

(ADVERTISING MANAGER, PRINCIPAL CLERK, PRINTER OR PRINTER'S FOREMAN)

of Medford Mail Tribune, a newspaper of general circulation, as defined by ORS 193,010 and 193,020; printed and published at Medford in the aforesaid county and state; that the Road Hearing Notice-Airport Road-Hilton Rd. Section Biddle Road, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive wks in the following issues Jan 7,14,1971

(HERE SET FORTH DATES OF ISSUES IN WHICH THE SAME WAS PUBLISHED)

Sarah Hayes

Subscribed and sworn to before me this 14th day of Jan. 19 71

Alta M. Lindsey

NOTARY PUBLIC FOR OREGON

My Commission expires 16th day of Oct. 19 73

RECEIVED
COUNTY & CITY SECTION
JAN - 6 1971

Medford Mail Tribune

33 North Fir Street

Medford, Oregon 97501

Attention: Classified Ads Department

Gentlemen:

Attached is Jackson County's notice to interested parties in or near the City of Medford, Jackson County, Oregon, relative to its proposal for the Airport Road-Hilton Road section of Biddle Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, January 7, 1971, and Thursday, January 14, 1971. Please submit your billing in triplicate to Jackson County - Department of Public Works and attach one copy of an affidavit of publication for each date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Very truly yours,

Wm. Gaddis

WM. GADDIS

Ass't. Director of Public Works

Jackson County

Attachment: Notice

cc: County & City Department

ROAD HEARING NOTICE

Notice is hereby given that Jackson County has proposed plans for future right-of-way acquisition and construction on the Airport Road-Hilton Road Section of Biddle Road lying partially in the City of Medford, Jackson County, Oregon.

The proposal consists of drainage, grading, curbing and paving a four-lane facility on Biddle Road from Airport Road to Hilton Road.

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Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Jackson County Board of Commissioners on or before January 28, 1971.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

ENGR. CONSTR. OE AE UE
UPE CE RE UPE

December 9, 1970

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse Annex
Medford, Oregon 97501

Dear Bob,

Pursuant to the 1968 Federal Aid Highway Act, counties are required to either hold a public hearing or afford the opportunity for one in those instances where the counties are acquiring right of way for a county Federal Aid secondary project. This procedure of public hearings must be accomplished by Jackson County prior to construction of Airport Road-Hilton Road Section of Biddle Road, FAS 15-107. To assist you in this matter, you will find the following enclosed material.

1. Federal Highway Administration's PPM 20-8.
2. Set of instructions for advertising and holding a public hearing.
3. Suggested notices and letter to newspapers.
4. Hearing maps.

You will note by the instructions that the matter of public hearings can be done in two ways. First, you may give two weeks' notification advising any interested person to request a public hearing, and if you receive no requests a public hearing need not be held. Secondly, you may give 30 days' notice that a public hearing will be held, then hold a hearing and send all the required information to this office. In your case, where time is not important, I would suggest trying the first alternative first, and then use the second method if you receive any requests for a public hearing.

Please let us know if we can be of further assistance.

Very truly yours,

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Encl.

MEMO TO FILES

November 4, 1970

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Mr. Carstensen, Jackson County Engineer, informed me by telephone that the County wishes to proceed with the plans for subject project using the longer culvert at the alternate location (Station 150+97) as referred to in my letter to him dated May 14, 1970.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Frank Hall
C. T. Keasey

RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1970
ENGR. COOR. GE AE UE
UPE CE RE DPE

15

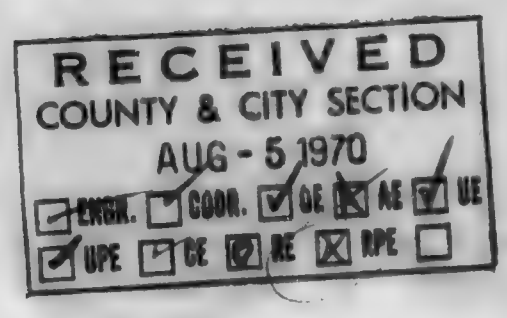
Salem, Oregon
August 5, 1970

Airport Road-Hilton Road Section
FAS 15-107
Jackson County

Mr. D. J. Barbee
Design Engineer

B U I L D I N G

Attention: Mr. Tom Iwen



Jackson County as the result of an areawide traffic study has requested that the portion of the project which was originally designed as two lanes now be increased to four lanes, 64 foot curb section.

64 F

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

RECEIVED
JUL 16 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

7611

HIGHWAY BUILDING • SALEM, OREGON • 97310 •

July 15, 1970

Mr. Robert J. Carstensen
Jackson County Engineer
Jackson County Court House
Medford, Oregon

Dear Mr. Carstensen:

Sub: Airport Road-Hilton Road
Section of Biddle Road
(FAS 15-107)

In reply to your request by letter of July 9, we are answering in the affirmative subject to provisions as set forth in our Secondary Road Plan and approval of additional state funding by the Highway Commission.

By copy of this letter we are referring this matter to H. S. Cox of County and City relations for liaison with you and the Commission.

Very truly yours,

R. L. PORTER
State Highway Engineer

By: ORIGINAL SIGNED BY
D. J. BARBEE

D. J. BARBEE
Design Engineer

NOTED
F.B. KLABOE

DCW:jg
Attachment
cc: H. S. Cox
F. B. Klaboe

RECEIVED
JUL 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

July 9, 1970

RECEIVED
JUL 10 1970
DESIGN
DIVISION

Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem, Oregon 97301

Re: Airport Road-Hilton Road Section of Biddle Road
(FAS15-107)

Dear Mr. Barbee:

The Oregon State Highway Department is currently engaged in the design of an FAS-C project for Jackson County known as the Airport Road-Hilton Road Section of Biddle Road (FAS15-107). As of this time, the proposed roadway design width calls for 64' between curbs on the section from Hilton Road to the Airport entrance and a two-lane section with shoulders from the Airport entrance to Airport Road. The recently completed Bear Creek Urban Transportation Plan shows that Biddle Road should be four-lane in its entirety. We find it necessary at this time to request the Highway Department to change the design of the two-lane section of Biddle Road to a four-lane section.

I have discussed this matter with Mr. Earl Purdy of your department here in Medford, and he is aware of this request for a design change. If you need more information regarding this request, please feel free to call on me.

Very truly yours,

ROBERT J. CARSTENSEN
Jackson County Engineer

RJC:aw

cc: Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.

NOTED
DON HARWELL

NOTED
H. S. COX

Mr. Robert Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon 97501

May 14, 1970

Re: Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Dear Bob,

Sometime ago you requested that the proposed drainage facility at Station 145+20 be moved to Station 150+97. This change in position would increase the cost of the facility considerably.

The proposed facility at Station 145+20 would have a pipe under the roadway and an open ditch from there to Bear Creek. The facility you are requesting at Station 150+97 would have an open channel on one side of the roadway to pick up the water, then at the right-of-way line the water would center a 3 by 10 foot culvert approximately 500 feet long and would then be carried to Bear Creek.

The attached estimate indicates that the facility at Station 145+20 would beapproximately $15,000, and the facility you requested at Station 150+97 would cost approximately $50,500. Since this change is for County convenience, tne additional cost of $35,500 would have to be solely at County expense.

If there are any questions, please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARW[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Airport Rd. - Hilton Rd. FAS 15-107 Jackson Co.

Cost Comparison Box Culvert Installations

Sta 150+97 (Co. Eng. Alternate)

ITEM			Net	Allow	Total	Unit Cost	Cost	
Ditch Exc.		Cu Yd.	2502	258	2760	3.00	8,280.00	
Class "A" Conc		Cu Yd.	453	47	500	50.00	25,000.00	
Metal Reinf.		Lb.	65,900	6600	72,500	0.16	11,600.00	
						Sub Total	44,880.00	
						12½% Eng.	5610.00	
							$50,490.00	
Sta.	145+20							
Ditch Exc.		Cu. Yd.	1761		1940	3.00	5,820.00	
Class "A" Conc.		Cu Yd.	91	9	100	50.00	5,000.00	
Metal Reinf.		Lb.	14,482		15,930	0.16	2,547.00	
						Sub Total	13,369.00	
						12½% Eng.	1671.00	
							$15,040.00	

RECEIVED
MAY 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

by Tom Irwin

Salem

FORM 6-70 (10-57)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
March 31, 1970

To: C. T. Keasey
Division Engineer
R O S E B U R G

SUBJECT: Airport Road - Hilton Road Section
Biddle Road FAS 15-107
Jackson County

Attention: John Quiner

As per our discussion regarding requested revision and additions made by the County Engineer on the above subject section, I am sending to you for your approval a sketch map which has the revisions and additions numbered for clarity as follows:

1. Design a drop inlet into proposed RCBC to avoid excessively deep ditch. See letter from County Engineer.

2. Extend proposed RCBC to Bear Creek. See County Engineer's letter.

3. Construct retaining wall as shown on cross section roll. Move R/W to face of wall, 40 feet right of centerline. Use original R/W (50' right) as permanent easement for fill slopes and footings.

4. County to construct channel change on east side.

5. Rip rap work to be done by County forces.

6. Drain abandoned ditch and irrigation seepage with 12" perf. drain pipe.

7. Install 8" galv. or coated steel pipe through existing 36" culvert, R/W to R/W, with elbows at each end for pressure irrigation system.

8. Eliminate permanent easement drainage. Note, excess material to fill in low area and old ditch requested by owner.

9. Revise and add driveways and gates as shown.

10. Revise and prepare new description for permanent easement drainage as shown.

The County Engineer indicated that these changes are necessary in order to obtain the necessary right of way required for this project from Mr. K. Clearley who owns the major portion of the property along Biddle Road.

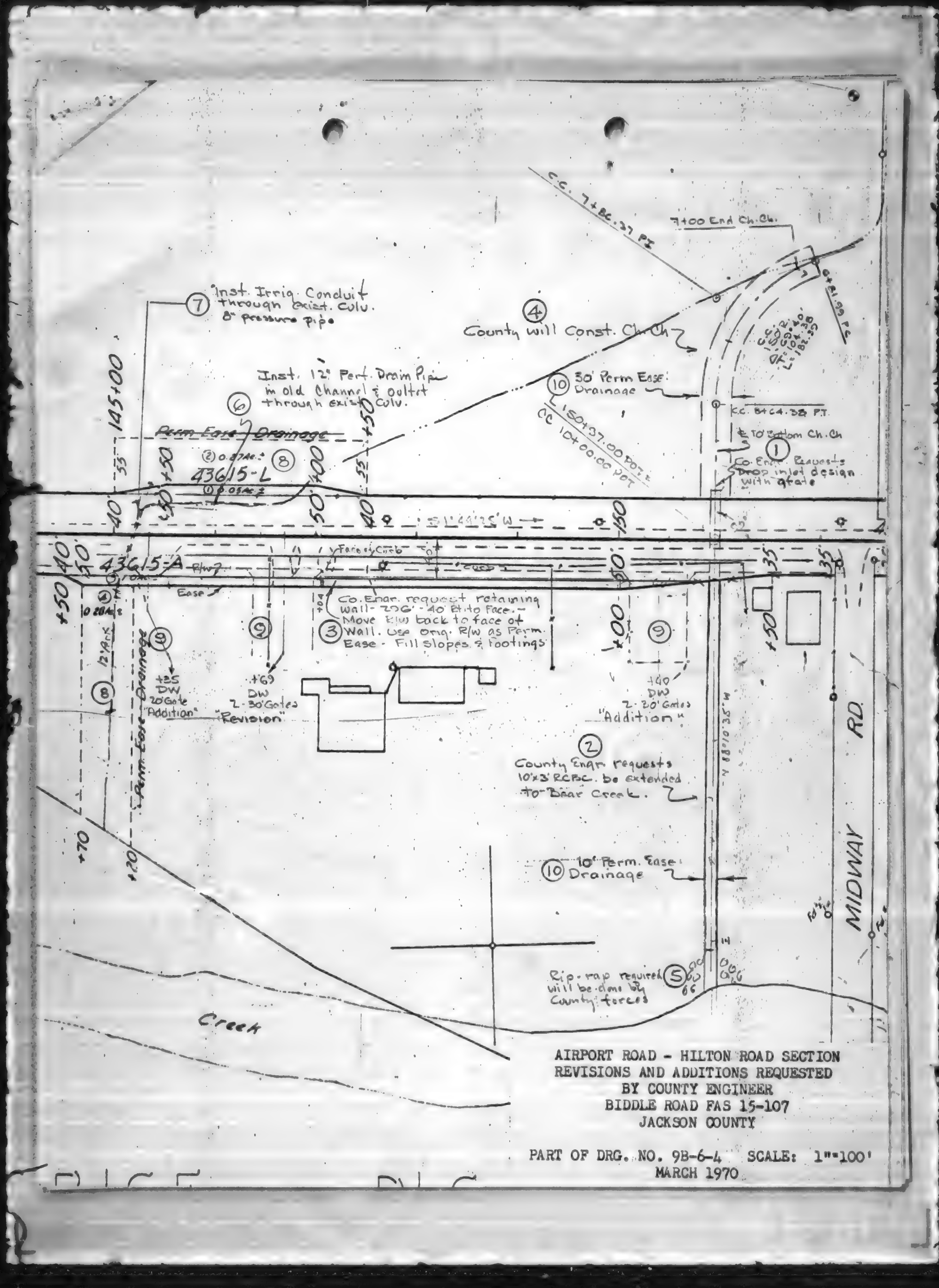
Also, in answer to numbered questions in letter from Frank Terpin (copy attached) dated November 20, 1969: 1. Three way box; 2. Design for 4 foot berm station 144+50 to 150+75. See No. 3 above; 3. See No. 10 above.

The following data is being submitted:

2 Sketch maps (part of Drg. No. 9B-6-4) showing changes requested
2 Copies of letter from Frank Terpin
2 Copies of letter from County Engineer
1 Roll channel change, retaining wall and road approach information
1 Set additional field notes.

Earl C. Purdy
Asa't. Resident Engineer

ECP:dw
Encls. 8


C.C. 7+86.37 PT
7+00 End Ch. Ch.
7 Inst. Irrig. Conduit through Exist. Culv. 8" pressure Pipe
4 County will Const. Ch. Ch
Inst. 12" Pert. Drain Pipe in old Channel & outlet through exist. Culv.
6
10 30' Perm Ease: Drainage
C.C. 150+37.00 POT
C.C. 104+00.00 POT
K.C. 84+84.38 P.T.
To Bottom Ch. Ch
1 Co. Engr. Requests Drop inlet design with grate
145+00
Perm Ease Drainage
2 0.67Ac.±
8
43615-L
0.05Ac.±
S 1°44'25" W
43615-A
R/W
Ease
Face of Curb
Co. Engr. request retaining wall - 206' - 40' Rt to Face. - Move R/W back to face of Wall. Use orig. R/W as Perm. Ease - Fill slopes & footings
3
9
+25 DW 20' Gate "Addition"
+69 DW 2-30' Gates "Revision"
+40 DW 2-20' Gates "Addition"
2 County Engr. requests 10'x3' RCBC. be extended to Bear Creek.
10 10' Perm. Ease: Drainage
N 18°10'35" W
MIDWAY RD.
Rip-rap required will be done by County forces
5
Creek

AIRPORT ROAD - HILTON ROAD SECTION
REVISIONS AND ADDITIONS REQUESTED
BY COUNTY ENGINEER
BIDDLE ROAD FAS 15-107
JACKSON COUNTY

PART OF DRG. NO. 9B-6-4 SCALE: 1"=100'
MARCH 1970

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

March 24, 1970

Mr. Earl E. Purdy
Resident Engineer
Oregon State Highway Department
2692 North Pacific Highway
Medford, Oregon 97501

Re: Box Culvert Under Biddle Road

Dear Mr. Purdy:

In the matter of the design of the 3' x 10' concrete box culvert under Biddle Road approximately 125' north of Midway Road, I herewith request that this box be designed with a drop entrance so that there is not an excessively deep ditch on the east side of the improved Biddle Road.

Also, I think it will be necessary to extend this box culvert to the west so that it spills directly into Bear Creek. If this is not done, I feel there will be excessive erosion to the drainage channel away from the box. The width of the required drainage channel easements can be reduced considerably if the above two items can be incorporated in the design of this structure.

Your attention to this matter will be greatly appreciated.

Very truly yours,

ROBERT J. CARSTENSEN
County Engineer
Jackson County, Oregon

RJC:aw

FORM 8-00 (10-67)

Copy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

November 20, 1969

To:
Mr. C. T. Keasey
Division Engineer
Roseburg Division
Roseburg, Oregon

SUBJECT: Airport Road-Hilton Road Section
FAS 15-107
Jackson County

In reply to your letter of November 10, 1969, listing revisions to the design of the subject project requested by the Jackson County Engineer we need answers to the following questions in order to complete the revisions.

(1) At Station 100+80, replacing a Type "D" inlet with a diversion box is a two-way or three-way box required?

(2) Has the fact been considered that should the retaining wall at Station 147+50 to Station 149+30 be constructed at the back of the berm and the right of way taking reduced, the area for a future walk or foot-path would be eliminated? The proposed berm width is two feet and if the wall is constructed it will be necessary to construct a guard rail on the berm for protection of traffic.

(3) Right of way descriptions have already been prepared by our Right of Way Description Section and submitted to the County. If the takings are to be revised will it be necessary for our people to prepare new descriptions or will the county do this? This will apply both to the proposed wall construction and to the relocation of the drainage structure from Station 195+20 to Station 151+10.

"note" In order to construct the project under traffic it is planned to use stage construction constructing one-half at a time. In this manner it should be possible to construct the box culverts without detouring traffic.

"note" The guard rail at the MEDCO structure was inadvertently left off the preliminary plans and has now been added.

"note" Information received by the designer from Mr. John Holcomb indicates that an error of two feet of elevation appeared in the CH_2M plans for the proposed 54" sewer so that no difficulty is expected in constructing the 10'x3' R.C.B.C. at Station 151+10.

ROSEBURG DIVISION
RECEIVED
NOV 21 1969
By

D. J. BARBEE
Design Engineer

Frank E. Terpin

FRANK E. TERPIN
Final Design Engineer

FET/bdr
cc: H. S. Cox
T. W. Litchfield

RECEIVED
MAY 25 1970

Rogue Valley Council of Governments

MAILING ADDRESS:
C/O JACKSON COUNTY
PLANNING COMMISSION
COURTHOUSE,
MEDFORD, OREGON 97501

5-25-70
REFERRED TO
C Young
BY ASST. STATE HWY. ENGR
A. G. [illegible]
A. R. KLABOE

76-11

May 6, 1970

Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We have enclosed herewith a copy of the Rogue Valley Council of Governments minutes covering its meeting held April 27, 1970. At this meeting the council reviewed and endorsed the Highway Division's project for general improvement of Biddle Road, between Hilton Road and Airport Road.

Included in the council's endorsement are two suggestions:

(1) That the Highway Division make every possible effort to increase right-of-way acquisition to a minimum of 100 feet; and

(2) That the Highway Division proceed as rapidly as possible to insure the connection of Biddle Road with the Head Road Interchange.

Sincerely,

Gary A. Scott

Gary A. Scott
Executive Director

RECEIVED
MAY 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GAS:rr

Enclosure

MINUTES
BOARD OF DIRECTORS
ROGUE VALLEY COUNCIL OF GOVERNMENTS
REGULAR MEETING HELD APRIL 27, 1970

The meeting was called to order by Chairman Douglas Schroeder in the Josephine County Courthouse.

The following roll was taken:

Chairman Douglas Schroeder, Medford
Vice-chairman Robert Manasco, Central Point
Secretary B. Sam Taylor, Water Districts
Joel Barker, Josephine County
Bereth Hopkins, Sanitary Authority
Anne S. James, School Districts
Earl Miller, Jackson County
Lois Yockel, Talent
R. J. Dehut, Grants Pass

The minutes of the Board meeting held March 23, 1970 were approved as presented.

Written Communications

Scott presented the following written communications:

1) Letter from Eagle Point affirming their membership on the council of governments. The letter was accompanied by their contribution of $50.

2) Letter from the Bear Creek Valley Sanitary Authority submitting $25 to complete their contribution to the RVCG.

3) Letter from the Western Institute of Drug Problems inviting council participation in their summer school program.

4) Letter from the Bureau of the Budget informing the council that it has been designated by the Governor as the regional planning and development clearinghouse for State Administrative District Eight.

Schroeder discussed a letter from Mayor Singler of Medford in which the Mayor requested a meeting with members of the council. Schroeder appointed Earl Miller, Joel Barker, and Charles McKeen to meet with Mr. Singler as soon as possible.

Financial Report

Scott presented the general operational budget report and the law enforcement report for the month of March. Both reports were approved as presented.

Grant Application Reviews

Scott reviewed the steps the council must take as a clearing-house for state and federal grant monies and distributed copies of the Government Application Review Committee report concerning the projects to be acted upon.

Howard Elementary School - Neighborhood Park

Medford Park & Recreation Director, Gary Woodring, presented the plan for this facility. The City of Medford proposes to develop an eight-acre neighborhood park in conjunction with the eventual replacement of Howard School south of Mace Road. This project has been recommended by the Medford Park Commission, and approved by both the city council and school board. When completed, the park will include a playfield for sports and games, picnicking facilities, and open natural areas.

The project application is being submitted to the Department of Housing and Urban Development, under the open space land program. Total project cost is shown below:

Federal grant	$25,000
Medford share	12,500
School Dist. share	12,500
Total	$50,000

The GARC found the project to be intergovernmentally significant and in conformance with the adopted park plan for Medford. The committee concluded that the combined school and park concept proposed by this application has several development advantages to the community, and recommended that the project receive the endorsement of the council.

After discussion, James moved and Barker seconded that the council adopt the following resolution concerning the project:

> WHEREAS, the Rogue Valley Council of Governments has been established as the Regional Review Agency to evaluate and coordinate plans and projects submitted to the U. S. Government and its departments for financial assistance and to evaluate the consistency of these plans and projects to regional plans and policies; and

WHEREAS, the Rogue Valley Council of Governments has reviewed the Howard School - Park project application as submitted by the City of Medford to the Department of Housing and Urban Development for financial assistance under the open space land program.

NOW THEREFORE BE IT RESOLVED that the Rogue Valley Council of Governments does hereby endorse the Medford program for the acquisition and development of Howard School - Park.

A unanimous roll call vote was recorded.

Manzanita Rest Area

Bob Lammert, Oregon State Highway Department, presented this project.

As part of its program to upgrade the state freeway system, the State Highway Department proposes to improve its existing network of safety rest areas. The Manzanita Rest Stop, located on Interstate 5 approximately three miles south of Jumpoff Joe Creek, is scheduled for general improvement and expansion work during the summer of 1970. Present plans call for enlarging the parking area from 28 cars and three trucks to 50 cars and 16 trucks, revising the entrance and exit ramps, and improving the water supply system.

Estimated project cost to expand this facility is:

Federal grant	$622,000
State share	53,800
Total	$675,800

The GARC found the project to be consistent with comprehensive planning in the region and recommended favorable action by the council. After discussion, Barker moved and Miller seconded that the council endorse the vast area project. A unanimous roll call vote was recorded.

Eighth Street Couplet Application - State Highway Department

Scott stated that the couplet proposal would involve an extension of Eighth Street west of Medford, which would carry east bound traffic into the city. Main Street would then become a west bound leg of the couplet. He said that the Goverrment Applications Review Committee, after reviewing the proposal, felt that there were several points of view on the project, and felt that it would be helpful to invite the various agencies concerned to explain their positions on the matter.

The following persons addressed the board:

Bob Lammert, Oregon State Highway Department, discussed the nature of the proposal stating the extension of Eighth Street westward from the terminus of the present couplet would require the acquisition of some new right-of-way. The couplet would terminate at Oak Grove Road with two right angle intersections, thereby returning traffic to a two-lane configuration west of Oak Grove School. The estimated cost of the project is $645,000 of which $345,000 would be provided by the federal government, $248,750 by the state, $25,000 by Jackson County and $26,250 by the City of Medford. This amount would cover preliminary engineering, right-of-way acquisition, grading and paving and incidental work such as curbs, drainage ways and sidewalks. The project is proposed as a curbed section with two twelve-foot traffic lanes and two twelve-foot parking lanes.

Bob McIntyre, Medford City Planning Commission asked Al Weir of the Medford Planning Department staff to read the recommendations of the Commission concerning the couplet proposal. The text of this report, originally presented to the Medford City Council, appears below:

(1) A sub-committee of the City Planning Commission determined that the westerly extension of the 8th Street Couplet to Oakgrove Road would adversely affect the ultimate best use of land in the immediate area and not serve the best interests of City and County residents at this time, and for the following reasons:

(a) The couplet extension virtually forces commercial utilization of land in the approximate 600' strip between the east and west bound streets. It is unrealistic to continue residential development only or to perpetuate low-density residential, both in the area between the east and west bound street segments, as well as property on the north and south extremities of these two streets.

(b) The extended couplet would effectively double or even triple the quantity of commercial land in the vicinity, thereby adversely affecting the value and integrity of existing commercial property. Zoning has as its prime purpose the preservation and stabilization of the value of land. Flooding the area with additional unneeded commercial property seriously inflates the supply and reduces the value of all such land.

(c) It is most unlikely that the entire strip would be devoted to actual commercial

development, and more plausible that incompatible residential and commercial-retailing uses would occur, thereby creating difficult land use patterns and relationships.

(d) The City's Comprehensive Land Use Plan designated the Lozier Lane-West Main intersection as best suited for shopping center/general commercial with the abutting highway frontages retained in a medium-density residential. Extension of the couplet would virtually force strip commercial development to at least wherever the east and west segments were reunited. This would serve to diffuse and scatter such commercial uses and perpetuate highway-oriented commercial development contrary to sound land use planning.

(e) Proposed construction of the east bound segment to the 8th Street alignment with a terminus at Oakgrove Road, appears only a temporary expedient that merely transfers the West Main-Elm Street-8th Street intersection problem approximately 5,000 feet to the west where this 90° dog-leg problem would be recreated in the west Main-Oakgrove Road-8th Street intersection. It is obvious that no real solution would be achieved short of some type of intersection where the east and west lanes would be brought together, as far to the east and nearest the City limits as possible.

(f) It is probable that traffic problems would actually be intensified rather than solved, should the couplet be extended through open and undeveloped land. Increased traffic speeds, as a result of less turning movement would increase the accident potential, particularly by school children who walk to the Oakgrove School.

Considering its true function, it is doubtful that the couplet method could be legitimately applied in this case. One-way couplets are effective in moving large volumes of traffic quickly in dense and congested urban areas.

(g) Strong citizen opposition voiced at the State Highway public hearing and subsequent requests for the abandonment of this couplet project should be respected.

(h) It is understood that there would be no funds available for the physical improvement of West Main Street and consequently the very difficult traffic conditions there present would continue.

(2) As a consequence, the preliminary recommendation of the sub-committee is that the planning commission take appropriate action to recommend to the City that:

(a) East and west segments of the 8th Street Couplet be united at a point as near to the present City limits as possible and preferably somewhere in the vicinity of a point of West Main approximately 600 feet east of the Lozier Lane-West Main intersection.

(b) That the Lozier Lane-West Main-Ross Lane intersection be reconstructed to provide transition to accommodate traffic and solve existing hazardous conditions created by this dog-leg intersection.

(c) That West Main Street be studied for full improvement from the point of couplet union, west as far as possible.

(d) This improvement suggestion recommends that a reasonable flexibility be exercised to plan the necessary street widening and right-of-way with the least disruptive effect on abutting developed properties.

McIntyre stated that the interest of the Medford City Planning Commission concerns the planning aspects of the proposal, rather than economic considerations. He indicated that there are already problems confronting efforts to upgrade the project area and that the couplet would make proper land use control virtually impossible. He stated that the only function of a couplet is to speed up traffic flow, but the ultimate development of commercial properties along the couplet will impede traffic movement.

Earl Miller stated that the only opposition he recalled at the original hearing on the couplet was from residents of the Renault area. He stated that to his knowledge, the State Highway Engineering Department had made a tremendous study of what could be done to Highway 238. The figures were astronomical as to the acquisition of property to allow the widening of West Main to accomodate four lanes of traffic. Miller also indicated that widening West Main was also complicated by abutting residential properties in Pioneer Subdivision, and

by drainage problems associated with Daisy Creek. Because of the uncertainty of plans beyond Oak Grove Road, the termination of the couplet at that point was deemed reasonable until such time as final plans can be prepared for the remainder of the route.

Doug Schroeder asked Archie Twitchell, Medford City Manager, to give a brief report on the position of the Medford City Council with regard to the Eighth Street Couplet. Twitchell stated that the city council is in favor of the couplet as proposed by the highway department.

Don Rounds speaking for the Jackson County Planning Commission said the commission authorized its contiguous lands committee to meet with the Medford Planning Commission on the matter of the couplet. The committee generally agreed with the Medford Planning Commission position that the couplet should be terminated as soon as possible. He said they feel that a couplet is not necessarily a solution to all traffic problems, especially in non-rural areas. When the commission was asked to comment on the highway department's proposal, the full body studied the matter again. Rounds said that it bothered the commission to see a traffic solution with two right angle turns at Oak Grove Road, especially since traffic would remain two-way on that street. He said they thought this would worsen the traffic situation for Oak Grove School and make an impossible situation for traffic movement. The commission discarded the possibility of going through Renault subdivision; however, if you terminate there, the commission feels you are telling the people that they will likely have the couplet in the future. This disrupts their property values as no one can develop not knowing whether or not the couplet will be extended. The commission generally approved the Medford Planning Commission's point of view, but the staff pointed out that the cost of widening Main Street would be about double the amount required to construct the couplet. A compromise was reached which endorses the couplet up to a point, then returning the legs to a terminus before Oak Grove Road. It was a unanimous decision of the commission that the following conditions be recommended concerning the couplet:

1) Acquire access rights to properties abutting the Eighth Street leg of the couplet

2) Unite western terminus of couplet east of Oak Grove Road

3) Appropriate landscape screening should be encouraged

4) Start preliminary engineering studies for improvement of Oregon 238 west of the couplet

5) Investigate the possibility of installing a pedestrian overcrossing at Oak Grove School

Superintendent of Schools Dick Langton read a letter from the School Board of District 549C strongly opposing the terminus of the couplet by means of Oak Grove Road because of the following considerations:

1) The School Board's objections are based, primarily, on two points of concern:

   a) The safety of children.

   b) The effectiveness of our educational program.

2) The proposed plan with its right angle turns would raise the noise level in Oak Grove School to a degree that would seriously impair its educational program. The changing speeds of automobiles and the up and down shifting of gears of heavy trucks would be the prime contributing factors. The Board believes that this route would be the one most damaging to the educational welfare of students in Oak Grove School.

3) A couplet entrance east of Oak Grove Road would be less harmful because there would be fewer traffic changes in front of the school.

4) The Board of Education would prefer that the couplet join the Jacksonville Highway at a point west of Oak Grove Road. This would result in a one way street in front of the school and would reduce traffic noise to a minimum.

5) If a two-way, four lane highway were to be constructed in front of Oak Grove School, the Board would be concerned for the safety of the children - both as pedestrians and as school bus passengers. At the present time, the front of the Oak Grove School building is only 50 feet from the highway right-of-way. If the requirements of a four lane highway were to reduce this space by 20 feet, obviously, the functioning of the school would be seriously impaired if protected by only a 30 foot buffer zone. Under such conditions, the Board of Education of District 549C might be forced to abandon use of the front section of the school.

6) A final reason for our preference for a couplet system which would terminate west of Oak Grove Road, is the Boards understanding that present estimates show this type of road construction to be less costly than the conversion of Jacksonville Highway to four lanes.

County Engineer Bob Carstensen stated that the traffic counts on West Main between Elm Street and Lozier Lane are approaching 10,000 vehicles per day. He indicated that Bureau of Public Roads standards generally call for four moving lanes

when counts reach 5,000 vehicles per day. The original hearing conducted by the highway department concerned the couplet terminus west of Oak Grove Road. The Oak Grove terminus came under discussion basically between the county and the State Highway Department because the county did not want to create a situation that would allow no other alternative except the widening of the balance of the Jacksonville Highway to the west. It was decided that the project as proposed would provide an interim situation that would allow use of Oak Grove Road as a temporary connection until advanced planning could be done from that point on to Jacksonville.

Joel Barker suggested that the council commend the efforts of everyone concerned, but suggested that all the agencies get together and come up with a more consolidated proposal.

After further discussion, Dehut moved that the Rogue Valley Council of Governments endorse the proposals of the Oregon State Highway Department to improve Oregon 238 as being regionally and intergovernmentally significant. However, the proposal as presently envisioned does not appear to be consistent with the long range plans of all of the agencies concerned and would therefore further move that the Oregon State Highway Department consider the proceedings of this meeting and develop a modified plan, calling another hearing. Barker seconded the motion and the following roll call vote was recorded.

	Yes	No	Obstained
Central Point	1		
Grants Pass	3		
Medford		6	
Talent			1
Jackson County		9	
Josephine County	5		
School Districts	1		
Water Districts	1		
Sanitary Authority			1
	11	15	2

After considerable discussion, Mrs. James moved that the matter be tabled for further consideration. Bereth Hopkins seconded the motion. Motion carried.

Biddle Road

Bob Lammert and Dave Brashears presented this project which will include preliminary engineering, right-of-way acquisition, and general improvement of Biddle Road between Hilton and Airport Roads. The cost to improve this facility is estimated to be $318,500.

The development of Biddle Road as a major arterial has been emphasized by the growth of the Medford-Jackson County Airport. Because of this trend, the GARC recommended council endorsement of this project with the suggestion that the applicant make every effort to increase right-of-way acquisition to 100 feet. The committee further recommended that Jackson County and the City of Medford take steps to establish adequate setback regulations and development standards for this area.

The airport plan prepared by the Quinton Engineers and the preliminary findings of the Bear Creek Area Transportation Study recommend that Biddle Road should eventually connect with the Head Road Interchange. Because of the significance of this project to Medford's and Jackson-Josephine Counties' major transportation system, the committee also recommended that plans proceed as rapidly as possible to insure the completion of this major transportation link.

After discussion, Miller moved and Barker seconded to endorse the project, subject to the recommendations of the GARC. A unanimous roll call vote was recorded.

East Evans Creek Road

Bob Lammert explained the proposed improvements to this facility, which serves the Rogue River-Wimer Area. The highway department is seeking federal assistance to upgrade a section of the road beginning at Third Street in Rogue River and continuing north for a distance of two miles. The estimated cost of the improvements is $620,000.

The GARC felt that the project is intergovernmentally significant and recommended favorable action. After discussion, Barker moved and Dehut seconded to endorse the project as presented. A unanimous roll call vote was recorded.

1970 State Highway Planning Program

Scott explained that the highway department has submitted its 1970 Annual Planning and Research Work Program to RVCG for review and comment. This program encompasses the entire state, with only one specific element which is applicable to District Eight. Estimated cost of the overall program is shown below:

Federal grant	$1,625,000
State share	286,250
Total	$1,911,250

Indicated for completion during the next fiscal year is the Bear Creek Area Transportation Study. Total cost for refining and adopting a final transportation plan, publishing

two report volumes, and preparing technical reports on traffic engineering, terminal facilities, and traffic assignments is set at $33,500. Since this program contributes to the fulfillment of comprehensive transportation planning already undertaken in Jackson County, the GARC recommended endorsement of the program to the extent that it affects District Eight.

After discussion, Taylor moved and Dehut seconded to endorse that portion of the 1970 planning program which is pertinent to District Eight. The motion was passed unanimously.

Satellite Crime Detection Laboratory

David Kullowatz of the State Law Enforcement Council presented the project which would establish a regional crime laboratory at Southern Oregon College. The Department of State Police has submitted an application to the Federal Department of Justice for financial assistance. The proposed facility would provide, on a 24-hour seven day per week basis, complete crime detection services to all law enforcement agencies in Southern Oregon. This is envisioned as a satellite center operating as a part of the State Police Laboratory in Portland. It is expected that the satellite laboratory will be able to provide more rapid responses to calls for assistance, and improve law enforcement services in this area of the state.

Estimated project cost is broken down as follows:

Federal grant	$27,934
State share	22,741
Total	$50,675

The council's Law Enforcement Planning Committee endorsed this project at their meeting held April 3, 1970. Members of the committee felt this facility would greatly assist law enforcement agencies in the examination and preservation of evidence in criminal cases, and recommends favorable action.

After discussion, Barker moved and Dehut seconded that the council endorse the laboratory project. A unanimous roll call vote was recorded.

Unfinished Business'

Scott reported that the GARC had discussed the document "Goals for a Livable Oregon," which was submitted to the council for review and comment by the Governor's Office. Because of short time available for response, the committee felt that a detailed appraisal of the proposed program would not be possible. Since

all cities and counties have received copies of the document, the committee suggested that the council members review the material and present their comments at the next board of directors meeting.

Meeting Adjourned.

Respectfully Submitted,

B. SAM TAYLOR, SECRETARY

Sandy Starr

by Sandy Starr, Office Secretary

RECEIVED
APR 15 1970
FOR FILING

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 10, 1970

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION PROJECTS--
Wheatland Road-Chemawa Road
3rd Street-7th Street (Harrisburg)
Boone Slough-Nutes Slough
Chandler-Landrith Bridge
West 3rd Street (Rogue River)
Maple Creek Section
Airport Road-Hilton Road

The above-named projects have been coordinated with the interested state agencies and all concur in them. From a Traffic Safety standpoint, it has been recommended that energy absorbing barriers be installed wherever possible around roadside obstructions. Care must be taken to prevent stream bed encroachment for those sites which are aligned alongside streams. Completion of these projects should result in improved traffic movement over the sections.

Ed

Edward G. Westerdahl, II

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Young
4-13-70

RECEIVED
FORREST COOPER

RECEIVED
MAR 11 1970
FOR FILING

General File Copy

OREGON STATE HIGHWAY DEPARTMENT

Airport Rd - Hilton Rd

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 9, 1970

7611

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for seven federal-aid projects as follows:

State Administrative District No. 2	
Federal-Aid Primary	Wilson River Jct. -N. Plains Section Sunset Highway
State Administrative District No. 3	
Federal-Aid Secondary	Wheatland Road-Chemawa Road Section FAS 159
State Administrative District No. 4	
Federal-Aid Secondary	3rd Street-7th Street (Harrisburg) Sec., FAS 773
	Boone Slough-Nutes Slough Section FAS 585
State Administrative District No. 7	
Federal-Aid Secondary	Chandler-Landrith Bridge Section FAS 255

State Administrative District No. 8

Federal-Aid Secondary

West 3rd. Street (Rogue River)
Maple Cr. Section.,
FAS 15-100

Airport Road-Hilton Road Sec.,
FAS 15-107

The estimated date of filing for federal-aid funds on these projects varies from May 1970 to July 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT
March 9, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 8 City

County Jackson Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, USC Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant 183,000 Source of State Agency Share (if any)

Local Applicant Share 61,000 Jackson Co. General Fund -

*State Agency Share 74,500 Other Funds (specify) -

Other (specify) -

TOTAL 318,500 *Total State Agency Share 74,500

*Indicates totals should be equal.

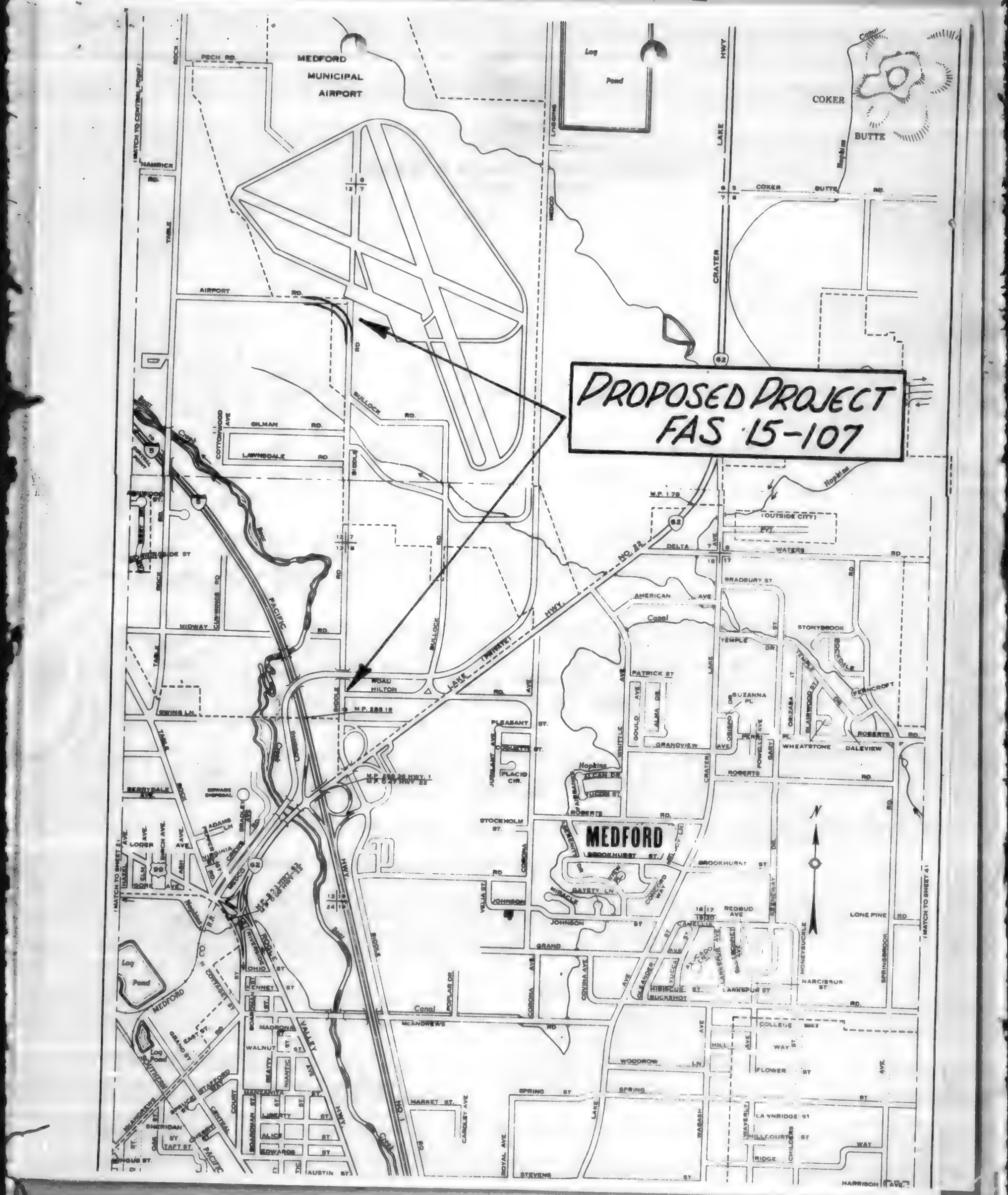
---

4. Estimated Application Filing Date May 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
AIRPORT RD. -HILTON RD. SECTION , FAS 15-107

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, and incidental work to improve the existing facility to current standards.


PROPOSED PROJECT
FAS 15-107
MEDFORD
MUNICIPAL
AIRPORT
COKER
BUTTE
Log
Pond
Canal
HWY
LAKE
CRATER
AIRPORT RD.
BULLOCK RD.
GILMAN RD.
LAWNDALE RD
MIDWAY RD.
PEACH RD.
HAMRICK RD.
COKER BUTTE RD.
WATERS RD.
ROBERTS RD.
LONE PINE RD.
McANDREWS RD
BROOKHURST ST.
JOHNSON ST
GRAND
MARKET ST.
SPRING ST
STEVENS
HARRISON AVE.
PACIFIC HWY.
ROAD TO MILTON
DELTA
WOODROW LN
FLOWER ST
COLLEGE WAY
(OUTSIDE CITY)
(MATCH TO SHEET 3)
(MATCH TO SHEET 4)
N

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

October 30, 1969

RECEIVED
OCT 31 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
City and County Division Engineer
Oregon State Highway Department
Salem, Oregon 97301

Re: Airport Road-Hilton Road Section of FAS 15-107 (Biddle Road).

Dear Cy:

Jackson County feels that it is an unnecessary procedure at this date to hold public hearings concerning right-of-way acquisition on the Airport Road-Hilton Road section of FAS 15-107 (Biddle Road).

The County started acquiring right-of-way for this project over two years ago, and at this time we have acquired approximately forty percent of the needed right-of-way. We would feel rather foolish going back to the people along the road with a public hearing concerning something that we have already undertaken to do.

We have had numerous meetings with the holders of the larger segments of right-of-way required and, again, would feel foolish in setting a public hearing for their attendance.

We have no objections to the practice of holding public hearings for FAS projects, in fact we favor this procedure when a new project is being undertaken.

When the Biddle Road project was started, public hearings were not required; and we feel that the project is too far along at this time to hold public hearings just for the sake of compliance with new Federal regulations in this matter.

Very truly yours,

ROBERT J. CARSTENSEN
County Engineer

RJC:aw

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWEL

NOTED
H. S. COX

Salem, Oregon
August 20, 1969

Hilton Road-Airport Road Section
Biddle Road, FAS 15-107
Jackson County

Mr. D. H. Moehring
Right of Way Engineer

B U I L D I N G

Attention: John R. Oakes

The subject FAS-C project has been surveyed and options have been sent to Jackson County for the acquisition of right of way. The County, however, finds itself strapped for funds to purchase the required right of way and therefore have asked that we program a Federal-aid right of way project. Further, since the County does not have an adequate right of way agency, they have requested our right of way section make the appraisals, perform the negotiations and acquire the necessary parcels in the name of the County in order to assure compliance with BPR regulations.

This project would be programmed as an FAS-C right of way project using Jackson County's Federal Aid Secondary Funds on the usual matching basis of 60% Federal funds, 20% County, and 20% State monies. There are fifteen property owners involved from which 22 parcels containing 8.8% acres will be acquired. There will be no displacement of people from their property. Actual construction of the project will be contructed next spring.(1970).

Will you please resolve the following questions for this office:

1. Do you find such an arrangement feasible?
2. Do you have the personnel available?
3. Can someone from your office or the Division office in Roseburg contact Mr. Robert J. Carstensen, Jackson County Engineer in Medford and discuss this matter with him?

Robert H. Prange
Field Engineer
County and City Section

RHP:lat

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWE

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310 NOTED

August 19, 1969 H. S. COX

SUBJECT:

To: Mr. H. S. Cox
County & City Engineer

COUNTY & CITY

Attention Mr. Harold Reynoldson
Planning Engineer

I understand that Jackson County has requested our consideration in handling a right-of-way acquisition project.

It has not been our policy to personally handle acquisition projects for counties. We stand ready to give advice and assistance wherever possible, but we do not normally get involved in the actual negotiation with property owners.

I would suggest that you have Jackson County officials contact Leonard Riley, District R/W Supervisor, P. O. Box 1128, Roseburg, who will meet with them for discussion of any problems which they might have.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc G. E. Rohde
L. W. Riley

Si is to talk to the county about this

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

8-28-69.
Talked to Carstenson re R/W. He says the County will handle. He also says that he will not hold a hearing Si.

NOTED
MAINOR C. HOLMES

RECEIVED
AUG 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

FORM E-30 (12-68)
RECEIVED
JUL 8 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1969

To: MEMO TO THE FILES

SUBJECT: Bear Creek Valley Sanitary Authority
Airport Road-Hilton Road Section
FAS 15-107 (Biddle Road)
Jackson County

A meeting was held at 10 a.m. on July 2, 1969, in Mr. D. J. Barbee's Office to discuss the conflict between the proposed Upper Deer Creek Interceptor Sewer Line of Bear Creek Valley Sanitary Authority and the proposed subject project. The following were in attendance:

Mr. Richard C. Humphrey, Assistant Project Engineer, Waste Water Systems, CH2M
Mr. D. J. Barbee, Design Engineer, OSHD
Mr. Frank E. Terpin, Final Design Engineer, OSHD
Mr. H. S. Cox, County & City Engineer, OSHD
Thomas E. Iwen, Designer, OSHD
Jack M. Cartwright, Utilities Office Engineer, OSHD

Mr. Humphrey presented a proposed plan for the Upper Deer Creek Interceptor Sewer Line that had been prepared by CH2M for the Bear Creek Valley Sanitary Authority. The Interceptor line, as planned, follows the proposed highway alignment throughout the length of the proposed highway project (see attached sketch).

The Sanitary Authority just recently passed a bonding issue for the financing of the proposed Interceptor Sewer Project. The bonds are still to be sold and the final sewer design to be completed. It was Mr. Humphrey's opinion that the earliest possible date for letting of the contract for the Interceptor Sewer would be January, 1970. He further stated that it would be at least 90 days after a contract letting before that portion of the sewer line in conflict with the proposed project could be completed.

It was the general consensus of opinion that it would not be in the best interest of the public to let the highway project before the sewer line installation had been completed. Mr. Cox will contact Jackson County and advise them that the project should be delayed for approximately one year until the Interceptor sewer project is completed. — Later on schedule 7-8-69 DmH

Jack M. Cartwright
Utilities Office Engineer

JMC:ss
cc: D. J. Barbee
F. E. Terpin
H. S. Cox
C. T. Keasey
J. E. Holcomb

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

INDEX TO DRAWINGS

DRAWING NO.	SHEET NO.	TITLE
C4536-1	1	GENERAL LAYOUT AND INDEX TO DRAWINGS.
C4536-1	2	SCHEDULE A, UPPER BEAR CREEK INTERCEPTOR.
C4536-1	3	SCHEDULE B, UPPER BEAR CREEK INTERCEPTOR.
C4536-1	4	SCHEDULE C, UPPER BEAR CREEK INTERCEPTOR.
C4536-1	5	SCHEDULE D, LOWER BEAR CREEK INTERCEPTOR, AND LOWER BEAR CREEK INTERCEPTOR, CENTRAL POINT SECTION.
C4536-1	6	SCHEDULE E, LOWER BEAR CREEK INTERCEPTOR; MEDFORD SECTION.
C4536-1	7	SCHEDULE F, KIRTLAND PUMPING STATION. AND SCHEDULE G, KIRTLAND PRESSURE MAIN

A	35,550	
B	19,205	
C	31,290	
	S.T.	86,045
D	23,530	
E	18,685	
	ST	42,215
G	11,350	11,350
	T	139,610

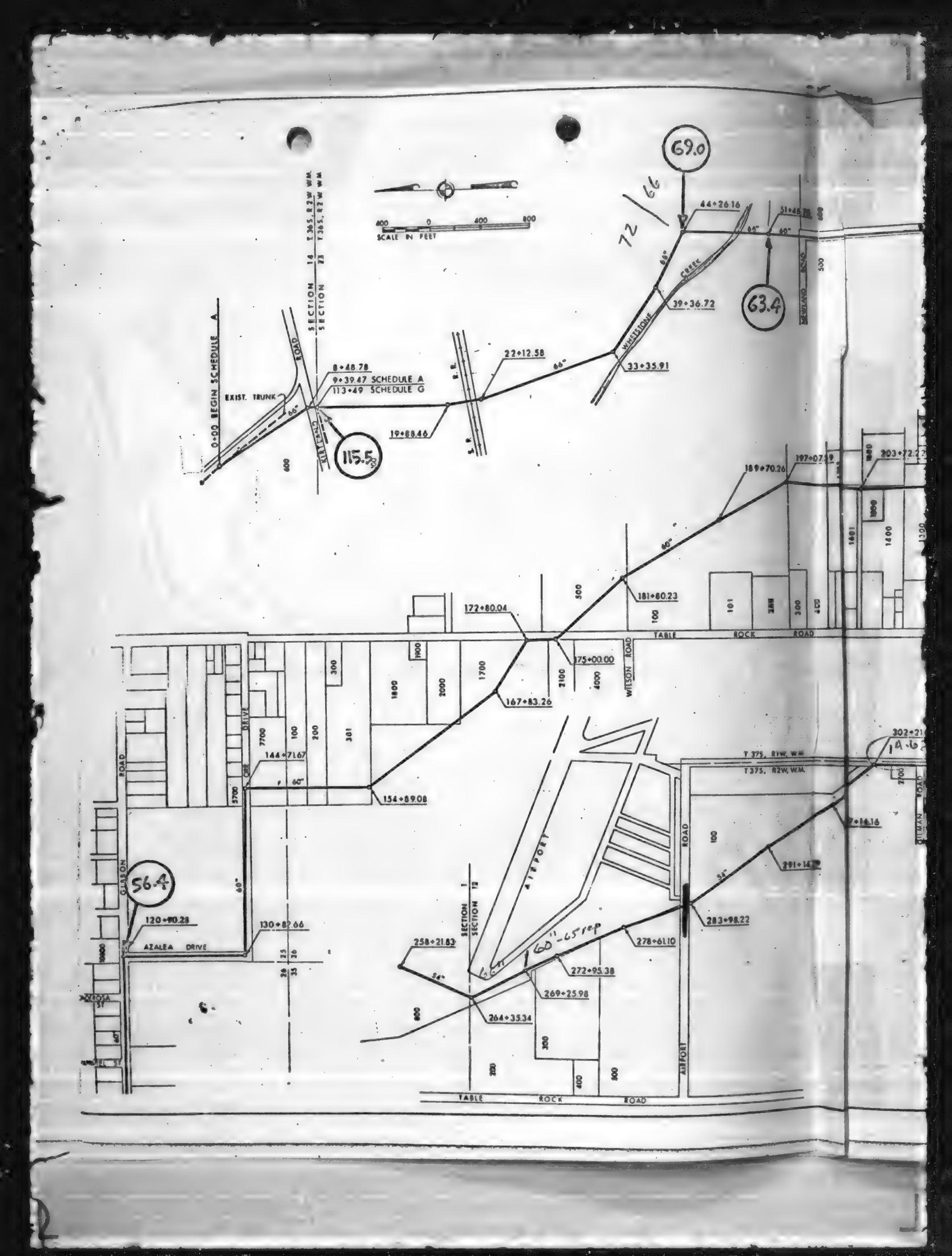
CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS & PLANNERS
CORVALLIS PORTLAND

BEAR CREEK VALLEY SANITARY AUTHORITY
JACKSON COUNTY, OREGON

GENERAL LAYOUT AND INDEX TO DRAWINGS

DES JE	SHEET 1
DR CRUZ	OF 7
CK JE	DATE OCT. 1968
JOB 845361	SCALE AS SHOWN
DWG C4536-1	

SAMS VALLEY
UPPER TABLE ROCK
Elev. 2063
LOWER TABLE ROCK
Elev. 2044
Table
Spider
Gold Ray Dam
Bybee Bridge
ROGUE
RIVER
SEWAGE TREATMENT PLANT, TO BE CONSTRUCTED BY CITY OF MEDFORD
SCHEDULE F
KIRTLAND PUMPING STATION
SCHEDULE G
KIRTLAND PRESSURE MAIN
LOWER BEAR CREEK INTERCEPTOR
SCHEDULE D
SCHEDULE E
SCHEDULE A
SCHEDULE B
EXISTING COMET PUMP STATION
CENTRAL POINT
EXISTING UPTON PUMP STATION
EXISTING WEST PINE VILLA PUMP STATION
MEDFORD CENTRAL POINT SECTION
MEDFORD SCHEDULE E SECTION
EXIST CENTRAL PUMP STATION
EXISTING BERRYDALE PUMP STATION
BUTTE
LATERAL
CREEK
BROWNSBORO
EAGLE POINT
Elev. 1368
LITTLE
Bradshaw Drop
Creek
Siphon
Yankee
CANAL
LATERAL
MAIN
HOPKINS
UPPER
BEAR
CREEK
MEDFORD IRRIG. DISTR.
ROXY-ANNE
MEDFORD


69.0
72/66
44+26.16
51+48.78
63.4
39+36.72
WHEELSBORE
CREEK
NEWLAND ROAD
SECTION 14 T.36S., R2W W.M.
SECTION 13 T.36S., R2W W.M.
SCALE IN FEET
400 0 400 800
0+00 BEGIN SCHEDULE A
EXIST. TRUNK
KIRTLAND ROAD
8+48.78
9+39.47 SCHEDULE A
113+49 SCHEDULE G
115.5
22+12.58
19+88.46
33+35.91
66"
197+07.39
189+70.26
181+60.23
172+80.04
167+83.26
175+00.00
TABLE ROCK ROAD
WILSON ROAD
144+71.67
154+89.08
DRIVE
GLABON ROAD
56.4
120+90.28
130+82.66
AZALEA DRIVE
ZOOSA ST
AIRPORT ROAD
283+98.22
278+61.10
272+95.38
269+25.98
264+35.34
258+21.83
60"-65 rep
T 37S, R1W, W.M.
T 37S, R2W, W.M.
GILMAN ROAD

63.4

55.0

52.2

44.0

41.3

52.2 FLOW IN MGD

CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS & PLANNERS
SEATTLE PORTLAND BEND CORVALLIS

BEAR CREEK VALLEY SANITARY AUTHORITY
JACKSON COUNTY, OREGON

UPPER BEAR CREEK INTERCEPTOR
SCHEDULE A

15

NOTED
H. S. COX

June 23, 1969

Mr. Robert Carstensen, County Engineer
Jackson County Courthouse Annex
Medford, Oregon 97501

Airport Road-Hilton Road Section
Biddle Road, FAS 15-107

Dear Mr. Carstensen:

Enclosed are four copies of 15 options for subject project.

Under separate cover we are also sending you three prints of the right of way map (9B-6-4) for this project.

After you have completed negotiations and recorded these documents, please send us a copy of each deed with the recording data noted thereon.

Since you informed me of the sewer problem on this section of road, the scheduled letting date has been in doubt. Would you please fill me in on this matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldsen
Planning Engineer

Rich
Enc.

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

15

NOTED
H. S. COX

June 13, 1969
(date)

Jackson County Court
Courthouse
Medford, Oregon 97501

Attention: Mr. R. J. Carstensen, Engineer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 15-107

Section Airport Road-Hilton Road Section, Grade and Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
HAROLD REYNOLDSON

June 18-1969
(date)

By Carl M. Mell
Commissioner

NOTED
MINOR C. HOLMES

By Robert E. Cook
Commissioner

NOTED
RICHARD UNRein

By Peter Abraham
Commissioner

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

cc: L. H. Young
Attn: Duane Ridings

NOTED
H. S. COX

MEMO TO FILES:
May 15, 1969

Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Mr. Robert Carstensen, Jackson County Engineer, informed me that there is a utility problem on this project. The City of Medford wishes to run a 72" sewer line down this section and they will not know if this can be done until next month when there is a vote for bonding for this work.

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer
County-City Division

HR:eb

NOTED
P. B. Arensmeier

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Salem, Oregon
May 6, 1969

Mr. D. J. Barbee
Design Engineer

B U I L D I N G

Airport Road-Hilton Road Section
Biddle Road, FAS 15-107
Jackson County

Attention Mr. P. L. Carstensen

The survey data for the above project has been examined and was found to be somewhat difference than the original request, but the changes have been with the County's consent.

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer
County and City Division

Mrsb

Enc.

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. L. Assistant

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
AIRPORT ROAD - HILTON ROAD SECTION
BIDDLE ROAD COUNTY FAS 15-107
JACKSON COUNTY
Prefix No. 515-1480-901
April 1969

REPORT OF SURVEY

The purpose of this survey was to secure adequate field information, establish roadway center line, prepare location map, profiles, vicinity map for structure design (RCBC), and provide reports and estimate of cost to grade, pave, drain and other construction items to widen and improve the existing Biddle County Road.

This will be a Class A (4 & 2). The typical section from Airport Road to Gilman Road is on new alignment and consist of two 12-foot travel lanes and 4-foot paved shoulders. From Gilman to Hilton Road, where this project ties into the previously constructed Biddle Road - Crater Lake Hwy. Interchange project, the typical section is a 64-foot curb to curb section with the following dimensions: four 12-foot travel lanes, 12-foot median and a 2-foot curb clearance on each side. This curb section narrows to 46-foot curb to curb in the area under the MEDCO Logging Road Structure (this section deviates from the above mentioned Class A standards see typical section and letter in this folder) then widens out to 56-foot curb to curb section to match the existing roadway mentioned above. It was discovered during the survey that the MEDCO Logging Structure columns are not symmetrical to the center line of Biddle Road. This is probably due to the fact that the Biddle Road center line had not been established at that time.

It is planned to make a temporary connection for airport traffic where the alignments deviates away from Biddle Road at station 120. There are plans in the making to revamp the airport facilities and parking. A connection to the proposed parking will require considerable study and channelization design which the County Engineer is aware of but will consider at a later date. The County Engineer requested that the grade be established to minimize the height of the curb at the outer edge of the roadway and also requested that normal crown section be used on the reversing 0°45' curves between stations LB 129 and LB 138.

The approved base design for the main roadway as of March 7, 1969, is 3.5 inches of Aspaltic Concrete and 11.5 inches of Cenent Treated Base (Decomposed Granite). The base material is to be otatined from County owned Granite quarry located 9 miles westerly from the project. See soils and Base Design Envelope.

The alignment was established using the following controls: BR 3+61.28 at the south end of the project, which is also the ¼ corner between Sections 13 and 18, T 36 S., R. 1 and 2, was reestablished from references set and as shown on Survey Map 8B-32-13. This point was also used by the County Engineers when they established the center line of Biddle Road in January 1968. Copy of the County Field Notes are included with the location data. The center line was reestablished and checked in regards to chaining and angles. It was found that recorded angles by the County were aceptable but the chaining differed. Our chain had been checked and standarized. The stations were established and are true distances with regards to proper tension and temperature correction. The stations have been reversed from the County Engineers south to north notations, to run from Airport Road south beginning at LF 100+00 to LF 118+97.32(angle point)

REPORT OF SURVEY (cont'd)

equals LB 118+97.32 POT, which is offset 20 feet easterly of the Biddle Road center line (this offset will avoid R/W purchase in subdivision area on the west and is at the request of the County Engineer)the proposed center line then runs parallel with Biddle Road to LB 129+53.16 P.C. thence along reversing 0° 45' curves to LB 137+35.02 P.T. which is also the center line of Biddle Road, thence following the center line of Biddle Road to LB 165+76.05 POT = BR 3+61.28 previously mentioned. The Grid bearing as shown on Survey Map 8B-32-13 north of BR 3+61.28 was used and checked within 0°00'05" with County Engineers record bearing for Biddle Road center line when converted to true. The co-ordinates, as shown for this point, were converted to Local Datum Plane by using the conversion factor supplied by Salem Photogrametry Dept. The overall length of the project which included the LF and LB lines mentioned is 1.30 miles.

This survey was started December 12, 1968 and was worked intermittently up to this completion date.

Due to the fact that this is a County FAS Project and that the State will make the Plans, prepare the right of way options so the County can obtain the necessary right of way and that the meterial source will be the County owned quarry, I have been in continous contact with the County Engineer during the course of this survey and the preparation of the details have, in most part, been observed and tentatively approved by him. The County Engineer has requested that the base material for CTG be obtained from the Walker Creek Quarry (County owned) for economic reasons. This material has been tested and is suitable for use as Cement Treated Base. See letter attached to this report and the Soils and Base Design Envelope for further information.

The City Engineers were contacted regarding the two drainage crossings, at station LB121 and LB 145+15. A design Q of 350 cfs has been established at the first crossing and the City Engineers felt that the existing 84 inch CM Pipe with grouted sloped ends could handle this discharge, but the County Engineer requested a 9'x5' RCBC replacement here so that a lower grade could be accomplished. At the second crossing the drainage had been handled by a 36 inch CM Pipe but additional discharge will be added to this drainage from planned developement to the south and east and according to information received by the City Engineers the curvert at this crossing should be capable of handling 270 cfs and it is suggested that a 60 inch concrete pipe will accomplish this.

The storm drain system is field designed and subject to change by final research design. Other drainage and irrigation crossing and changes have been shown on the map and profile as well as reported on required forms and are to be found in the Drainage Envelope and on the Storm Drain Layout Roll and on the Drainage Roll.

The County Engineer has requested that the City of Medford standards on curb inlets and manholes be followed but for estimate unit prices, the Type CG and CG-1 inlets were used. The location data includes a set of City of Medford Standard Specifications.

A sanitary sewer trunk line is planned to be constructed in the near future by the Bear Creek Valley Sanitary District. The district was contacted and the preliminary location for said sewer was obtained and is shown on the Detail Map. It is my understanding that this sewer line will have to be installed prior to the construction of this project.

There are a considerable number of utilities underground and aerial. The County will assume the adjustment abligation and inform the respective utility companies involved when the Plans become available. Utility work by the State was not requested and the County will do this work. The location

data includes a Utility Map and adjustment tabulation. See Utility Folder. Particular attention is directed to two areas of construction: station 121 where a 9'x5' RCBC is planned and station 145+15 where a 60 inch concrete pipe is planned. Both of these areas will require lowering or protection of 24 inch water line and the protection of the existing sanitary sewer line. These are both City utilities. Plan and Profile for these utilities are included in the location data.

Preliminary Soils and Geological exploration work was done and copies of the logs are in the Soils and Base Design envelope. It is anticipated that the final report will be attached at Division level.

This is a balance earthwork project and requires fill material to be hauled the entire length of the project. The existing roadbed should be scarified and placed where it will not be visable in or on the fill slopes. There are several areas that appear to require embankment foundation excavation and are shown on the map and profile.

The County has requested that Type A Curbs be used and 20-foot radius curb returns on street connection except as noted on the Typical Section. Curbs to stop at the right of way line and projected to 36-foot future street width.

The right of way required for the widening and relocation of Biddle Road is shown on the Detail Map and there are several construction easements required outside the roadway right of way. Right of way liaison work was not requested since the County will negotiate for the required parcels. The normal right of width is to be 80 feet except in areas requiring more width for slope and where improvements are affected and a lesser width will suffice. The County Engineer should be notified before final options are written but has tentatively approved the preliminary right of way line as shown on the map.

The manner in which the traffic should be handled during the construction of this project can be accomplished by excavating both sides of the roadway and constructing the subgrade on the east side first, then consturcting a detour as shown on the map then placing traffic on this portion, then scarifying the old roadbed to subgrade. Cost for temporary signing is included in estimate.

There are no public recreational areas or historical sites within the limits of the project. The access will be under County jurisdiction and access to Medford Muncipal Airport at the north end of the project will be provided.

The work to be done by contract will include the necessary removal and disposal work not done by the County and as set forth in Standard Specifications.

The installation of necessary drainage cross culverts, box culvert, storm drain system and appurtenances, irrigation systems and other drainage items as shown or as directed. Irrigation requires special attention and installation should be approved by the private users at time of construction due to changing conditions.

The construction of 1.3 miles of Main Roadway, detour, street and road connections, etc, involving approximately 14,400 C.Y. of General Excavation, unclassified. Also construction of Embankment Foundation Excavation involving approximately 1,680 C.Y.

The construction of Detour as required and involves approximately 880 Lin Ft. of Detour Surfacing. Other material required is included in estimate.

The construction of 9 street and road connections, road approaches and Type A-1 AC Concrete Driveways and paid for by Extra For AC Concrete Approaches and approximately 725 Sq. Yd. for driveways.

The construction of Type A Curbs involving approximately 543 C.Y. of Class A Concrete.

Concrete Slope Paving is required on the MEDCO Bridge end slopes and involves approximately 380 Sq. Yd.

REPORT OF SURVEY (cont'd)

Approximately 300 Lin. Ft. of Guard Rail is required for protection of traffic at the MEDCO Logging Road Bridge columns.

The construction of 1.3 miles of main roadway involves approximately 27,270 Tons of Cement Treated Granite, 1,636 Tons of Portland Cement in Cement Treated Granite, 50 Tons of RS-1 Asphalt in Seal, 8,675 Tons of Class B Asphalt Concrete Mixture, and 470 Tons of Asphalt Cement in Mixture. Material source is reported on Form E-368.

The construction of RCBC and wing walls (to include Wing walls for 60 inch concrete pipe) involves approximately 73 C.Y. of Class A Concrete and 11,400 Lb of Metal Reinforcement.

Approximately 1,180 C.Y. of Furnishing and Placing Berm Material is required (backfill behind curbs).

The above mentioned construction item are considered major but do not include all the estimate items.

FAS-C

FAS 15-101

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
March 11, 1969

SUBJECT: Airport Road-Hilton Road Section
Biddle Road
Jackson County

To: Mr. C. T. Keasey
Division Engineer
Post Office Box 1128
Roseburg, Oregon

Regarding your letter of February 20, we are attaching a sketch of an alternate treatment at MEDCO structure over Biddle Road. It is suggested that you use a treatment similar to that shown to complete the field work. Further evaluation and BPR approval will be secured here.

D. J. Barbee
Design Engineer

By George C. Wille
George C. Wille
Chief Locating Engineer

GCW:jp
Attach
cc: H.S. Cox/attach
E.F. Purdy/attach

RECEIVED
MAR 12 1969
ENGINEER
COUNTY & CITY DIVISION

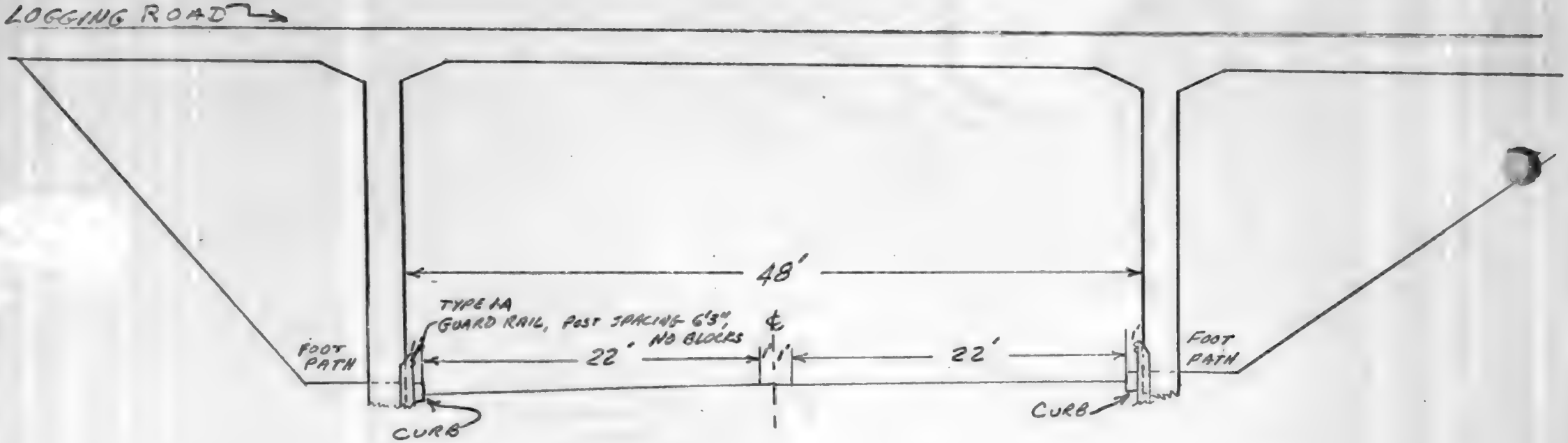
NOTED
MANNOR C. HOLMES

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE



AIRPORT RD - HILTON RD SECT
BIDDLE RD FAS 15-107
JACKSON COUNTY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section BIDDLE ROAD (Airport Road - Hilton Road) Highway F.A.S. 15-107 County JACKSON Prefix 515-1480

Res. Engr. Earl C. Purdy Approx. Length 1.3 Miles. Sta. _____ to Sta. _____ Date 3-7-69

MEAN

Truck A.D.T. 158 . Traffic Coefficient 7.5 18 kip s.a. per day 37.6 .

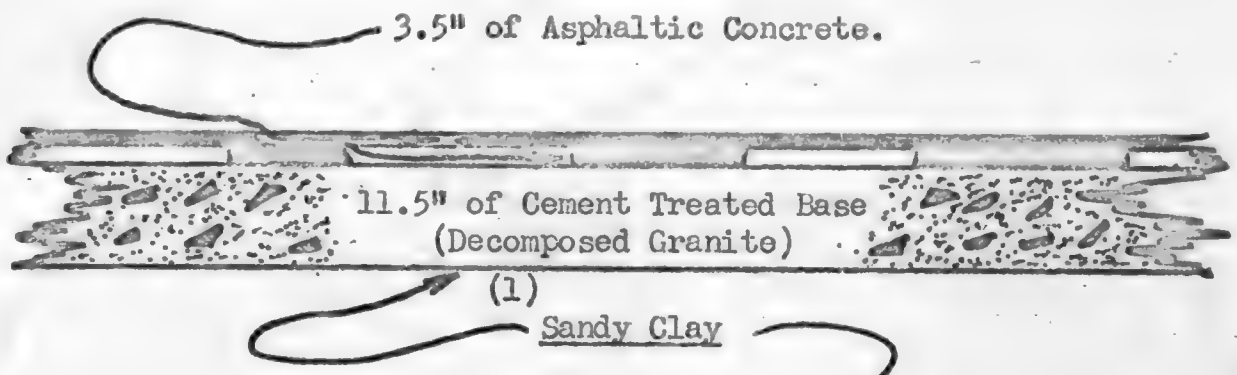
Annual Precipitation 19± Frost Penetration - - - - .

(1)

Typical Soil

38 LL
18 PI
95 %P 10
59 %P200
5 %Gravel
9 %C Sand
27 %F Sand
27 %Silt
32 %Clay
10 "R" Value

3-7-69



	CBE Total Req.	Credit	Actual Thick.	
		7.0	3.5	AC
		17.0	11.5	CTBDG
	24.0	24.0	15.0	

AASHO CLASSIFICATION:

A-6 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See remarks on Page 2.

NOTE: F. B. KLABO

RECEIVED MAR 17 1969

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist County-City (2)

Submitted by C. D. Berg for Staff Assistant Recommended by O. A. Hutton Engineer of Materials

Recommended by M. F. Decker Asst Construction Engineer Approved by J. R. Kaster Asst. State Highway Engineer

SECTION: BIDDLE ROAD (From Airport Road-Hilton Road)

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	~~EXMXBXH.~~ or C.T.B.D.G.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
6.0 - 7.0	3.0"	10.0"	---	---	---	21.0"	13.0"
4.8 - 6.0	2.0"	9.0"	---	---	---	17.5"	11.0"
Cars Only	2.0"	6.0"	---	---	---	13.0"	8.0"

Remarks:

Tests of Decomposed Granite Sand treated with 6% cement indicate that the treated material may be substituted in lieu of Crushed Stone Base with a Crushed Base Equivalent Factor of 1.5".

The material tested is from a Jackson County Pit, and Robert Carstenson, County Engineer, has indicated by letter to Earl C. Purdy, Resident Engineer, this pit will be made available to OSHD for the construction of Biddle Road.

The C.T.B.D.G. mix design will be provided by the Material Laboratory at a later date.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 " Crushed Base
1.0"	Plant Mix Bituminous Base	=	--- " Crushed Base
1.0"	Cement Treated Base (Decomposed Granite)	=	1.5 " Crushed Base
1.0"	Oil Mat	=	1.1 " Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 " Crushed Base
1.0"	Lime Treated Subgrade	=	--- " Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

TRAFFIC ANALYSIS

SECTION: BIDDLE ROAD (From Airport Road-Hilton Road)

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

2600 Present ADT (1969)

4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	75	2.0	150	113	450	50,850
3	20	2.0	40	30	1000	30,000
4	2	2.0	4	3	1250	3,750
5	8	2.0	16	12	3180	38,160
6	0				2570	- - - -
				158	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 122,760

TWENTY YEAR EWL 2,455,200

TRAFFIC COEFFICIENT 7.5

SECTION: BIDDLE ROAD (From Airport Road-Hilton Road)

HIGHWAY: F.A.S. 15-107

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison between P.C.C. and A.C. made for this section. See Items 6 and 12, also remarks on Page 2.

RECEIVED
DEC 5 - 1968
FOR FILING

7611

11-29-68

PREFIX NO. 515-1480

LOCATION PROSPECTUS
AIRPORT ROAD-HILTON ROAD SECTION
BIDDLE ROAD, FAS 15-107
JACKSON COUNTY

HIGHWAY: Biddle Road. Federal-aid Secondary No. 15-107.

TERMINI: The northerly terminus is on Airport Road approximately 0.25 mile east of Table Rock Road. The southerly terminus is at the intersection of Biddle Road and Hilton Road.

LENGTH: 1.3 miles.

PROGRAM: 1969 FAS-C Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading and paving on revised alignment. The route approximates the existing facility with the exception of easing the connection of Biddle Road and Airport Road with a flatter curve. Soils investigations will be conducted. Special storm drain system is indicated. Two stream (drainage and irrigation run-off) crossings will require research. Investigations of past high water data will be made to determine if the design of this project will be affected. Reconnaissance is not necessary. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT is 2600; projected ADT is 5200.

STANDARDS: Class A(4). Deviations from State and AASHO standards are anticipated.

TYPICAL SECTION: From Airport Road to Gilman Road, due to the lesser flow of traffic, the typical section will consist of two 12-foot travel lanes and 4-foot shoulders. From Gilman Road to Hilton Road the typical section will consist of two 24-foot travel ways with 2-foot curb shy distance on each side and a 12-foot median, except where the facility crosses under the Medco Road structure. The roadway section will have to narrow to 48 feet to clear the bents of said structure.

ACCESS: Under county jurisdiction.

BASE DESIGN: Tentative base design for construction is:

3-1/2"	A. C.
3	"	P.M.B.B.
8-1/2"	Crushed Base
6	"	Stone Subbase
21	"	Total

BRIDGES: Undercrossing at Medco Road to remain as is.

ADD'L FACILITIES: There are no major streams or railroads involved. The Medford Municipal Airport lies at the north end of the project. Access to the airport will be provided.

MATERIAL: Commercial or county.

AGREEMENTS: Routine utility adjustments will be necessary.

PARKS: None.

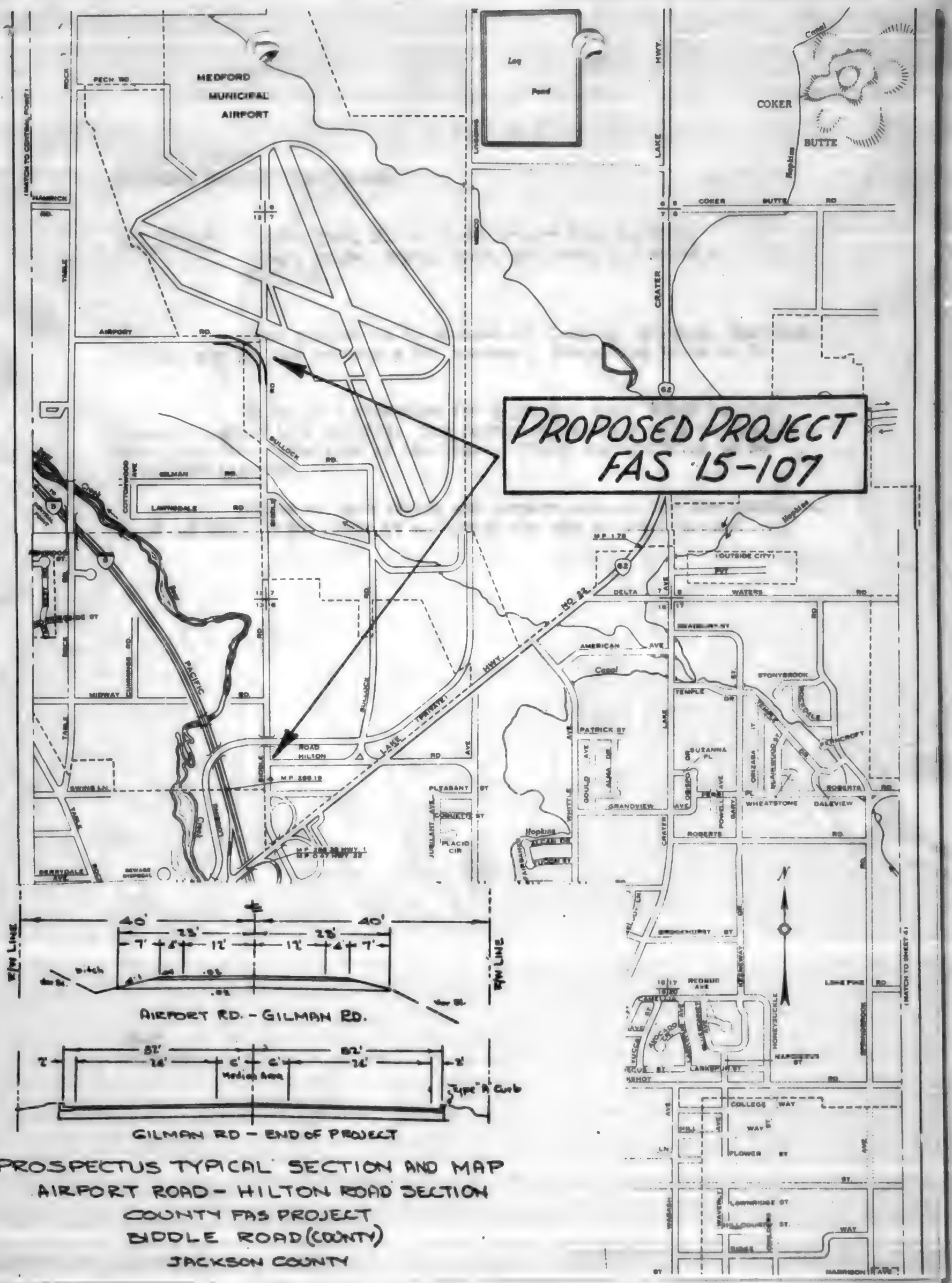
November 29, 1968
Attach

cc: Bureau of Public Roads (3)
C. T. Keasey (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
Mark Astrup
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
A.D. Olson
James Ownes
Jack Rowland
Robert Royer
W.H. Sample
W.H. Tebeau
O.C. Turner
F.W. Yarbrough (2)

NOTED
TOM EDWARDS

RECEIVED
DEC 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

EAK 61-8



AIRPORT RD. - GILMAN RD.

GILMAN RD - END OF PROJECT

PROSPECTUS TYPICAL SECTION AND MAP
AIRPORT ROAD - HILTON ROAD SECTION
COUNTY FAS PROJECT
BIDDLE ROAD (COUNTY)
JACKSON COUNTY

7-23-68

JACKSON COUNTY
PROPOSED PROJECT (1968 Funds)

FAS 15-107 - Biddle Road; Hilton Road-Airport Road Section; clear, grade, drain, base, and pave; 1.2 miles - $305,000.

This project is to consist of clearing, grading, draining, basing, paving, and curbing a 60' roadway. The paving to be A. C.

There is a structure for a private road (MEDCO Logging Company) across this section. The source of material will be determined with the assistance of the State. There are utilities to be moved and adjusted.

State to make survey and prepare options for the additional right of way. There is to be no option for the material source.

68-1
7/23/68

approved 8/20/68

7-16-68

COUNTY ROAD FAS PROJECT DATA

1. Name of County Jackson FAS No. 15-107

2. County Road Name Biddle Road

3. Section Name Hilton Road to Airport Road Length Approx. 1.2 miles

4. Type of Project Construction

5. Survey to be done by: State X County_____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes____ No✓

Will it be furnished? Yes✓ No____

7. Wearing Surface: Type A. C. Width 60' Shoulders Curb & Gutters

8. Grading & Drainage:

By County____ County Date of Completion_____ By Contract X

9. Bottom Base Course:

By County____ County Date of Completion_____ By Contract X

10. Leveling Course:

By County____ County Date of Completion_____ By Contract X

11. Wearing Surface:

By County____ County Date of Completion_____ By Contract X

12. Clearing:

By County____ County Date of Completion_____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes____ No X

14. Will timber be reserved for owner? Yes____ No____

15. Will timber become property of contractor? Yes____ No____

Remarks_____

MATERIAL SOURCE To be determined at time of construction - - - - - -

16. Gravel_____ Quarry_____ Cinders_____

17. Owner: County_____ State_____ Private_____

18. Location: _____ Section____ Township____ Range____ W.M.

CCR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: _____

Remarks:_____

_____

FINANCIAL- -

21. Estimated Cost: $ To be determined (PRELIMINARY ESTIMATE AT THIS TIME IS $180,000.00)

22. Available FAS Funds: $ sufficient

23. Date Match Money is Available: on demand by state after July 1, 1969

24. Will there be any 100% County Money? Yes___ No X

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: unknown at this time (Approx. July 1, 1969)

Remarks_____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No___

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes X No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions? Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks_____

LLR 61-2

RAILROADS- NONE -

34. Location: _____

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks_____

STRUCTURES- -

42. Are there any structures to be replaced or altered?/ possibly Yes____ No____

43. Will replacement by by: County_____ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks MEDCO Haul Road has an overcrossing of Biddle Road which will have to be considered in the design of this project.

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:_____

_____

_____

_____

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: County has done some preliminary field surveying on this project.

_____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No___

52. Does County wish sight posts installed? Yes___ No___

53. Does County wish guard rail installed? Yes___ No___

54. Does County wish seeding and mulching incorporated into job?

Yes___ No___

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

JACKSON County

7-16-68 Date

By Earl M. Smith
Judge or Commission Chairman

By Robert Cruthirds
County Engineer

Robert H. Sawyer
O.S.H.D. Field Engineer

Date 7-16-68

CCR4-4

20-4224 Florence (Siuslaw River) Bridge 1971
at Florence on Oregon Coast Hwy.
#7612

RECEIVED
DEC 7 - 1971
FOR FILING

20-4224
7612

December 7, 1971

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 1, 1971, we wrote to you concerning release of final payment on Contract No. 7612 awarded to B-G Paint Company for maintenance painting on the Florence (Siuslaw River) Bridge of the Oregon Coast Highway in Lane County.

Final payment on this contract is $8,495.63 and the total contract amount is $43,809.85 including $129.85 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc B-G Paint Company
16637 Marine View Dr., SW
Seattle, Washington 98166

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keaney

RECEIVED
DEC 8 - 1971
FOR FILING

20-4224
7612

November 30, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 17, 1971, on Contract No. 7612. The Contract was with P-C Paint Co. and was for maintenance painting on the Florence (Siuslaw River) Bridge Section of the Oregon Coast Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

JK:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox

20-4224 7612

Report No. 15

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Florence(Siuslaw River) Bridge		WEEK ENDING: 11-12-71
		SECTION PREFIX: 20-4224
HIGHWAY: Oregon Coast		COUNTY: Lane
NAME OF JOB: Florence (Siuslaw River) Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: B-G Paint Co.	CONTRACT NUMBER: 7612	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6-28-71	DATE WORK STARTED: 8-2-71	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 50,471.60	SPECIFIED COMPLETION DATE: 10-31-71	PERCENT OF TIME ELAPSED: 86%
EXCLUSIVE OF ENGINEERING: $ 46,063.60	ENGINEERING AUTHORIZATION: $ 4,408.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,029.85	This week -0-	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
	ENGINEERING COST TO DATE: $ 5,658.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 4.42 %	PERCENT OF AUTHORIZATION . . . . . 128 %	10-17-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy w/showers			
MONDAY	Partly cloudy			
TUESDAY	Cloudy w/showers			
WEDNESDAY	Cloudy w/showers			
THURSDAY	Cloudy w/showers			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED
NOV 1, 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 11-8	
TUESDAY 11-9	
WEDNESDAY 11-10	
THURSDAY 11-11	
FRIDAY 11-12	
SATURDAY	

REMARKS

Status: Project completed 10-17-71.
Final inspections made by A. A. Rear, 10-18-71 and W. E. Schwartz, 11-4-71.
Final Records submitted 11-12-71.

Final Report

SIGNED Ellis H. Jones LOCATION Eugene, Oregon
Ellis H. Jones, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F316

RECEIVED
JUL 28 1971
FOR FILING

20-4224

7612

July 27, 1971

B - C Paint Company
16637 Marine View Drive, S. W.
Seattle, Washington 98166

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7612 for Maintenance Painting on the Florence (Siuslaw River) Bridge Section of the Oregon Coast Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc United Pacific Insurance Company
Suite 600
750 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Marchant
C. T. Keasey
Ellis Jones

RECEIVED
JUL 13 1971
FOR FILING

20-42241
7612

July 13, 1971

B - C Paint Company
16637 Marina View Drive, S. W.
Seattle, Washington 98166

Gentlemen:

Enclosed are three copies of Contract No. 7612 for $43,680 awarded to you by the State Highway Commission on June 28, 1971, for maintenance painting on the Florence (Siuslaw River) Bridge Section of the Oregon Coast Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1971.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures
bc W. D. Morgan
I. D. Merchant
C. T. Keasey
Ellis Jones
R. H. Rothman

RECEIVED
GAME
COMMISSION
JUN 14 1971
DESIGN
SECTION
Jean
Scott
Swanson
R. Olson
Trout
Do Not File
Keep
Return To
Other

20-4224
OFFICE OF THE DIRECTOR
7612
P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 8, 1971

cc's sent 6-10-71

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Reference is made to your letter of May 19, 1971, which referred to the plan sheets for seven bridge projects listed as follows:

1. Charleston (South Slough) Bridge
   Cape Arago Highway, Coos County
2. Eastside (Isthmus Slough) Bridge
   Coos River Highway, Coos County
3. Applegate River Bridge
   Jacksonville Highway, Jackson County
4. Applegate River Bridge
   Jacksonville Highway, Josephine County
5. Newport (Yaquina Bay) Bridge
   Oregon Coast Highway, Lincoln County
6. Florence (Siuslaw River) Bridge
   Oregon Coast Highway, Lane County
7. Coos Bay (McCullough) Bridge
   Oregon Coast Highway, Coos County

We have no objection to these projects from a wildlife protection standpoint. However, we request that precautions be taken to prevent the contamination of the involved streams by any paint, chemical, or other pollutants.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: Dir. FCO

RECEIVED
JUN 17 1971

20-4224

7612

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

cc's sent 6-9-71

June 7, 1971

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

Hall
eav A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin

RECEIVED
JUN 3 - 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Porter:

The following proposed bridge painting contracts submitted to us by your letter dated May 19, 1971 have been reviewed.

Charleston (South Slough) Bridge
Eastside (Isthmus Slough) Bridge
Applegate River Bridges (2)
Newport (Yaquina Bay) Bridge
Florence (Siuslaw River) Bridge
Coos Bay (McCullogh) Bridge

There should be no conflicts with the fishery resources, providing water quality standards are adhered to. The projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

4-3745 Fort Stevens State Park Section 1971
W. of Astoria
#7613 (Paving)

RECEIVED
APR 26 1972

7613

April 26, 1972

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 8, 1972, we wrote to you concerning release of final payment on Contract No. 7613 awarded to Palmberg Paving Co., Inc., for paving in Fort Stevens State Park in Clatsop County.

Final payment on this contract is $3,713.89 and the total contract amount is $70,961.46. No work was performed under force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Palmberg Paving Co., Inc.
PO Box 807
Seaside, Oregon 97138

C. T. Keasey
Walt Kerr
V. E. Skoog
Attn: John Kerr
J. H. Boyd

RECEIVED
MAR 8 - 1972
FOR FILING

7613

DATE March 7, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Completion of work on the Fort Stevens Park**

Work was completed November 30, 1971 on Contract No. 7613. The contract was with Palmberg Paving Co., Inc. and was for paving on the Fort Stevens State Park Section in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 6, 1972, and that you concur in this procedure at the Commission meeting on April 4.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

VG:alc

cc: Floyd Query
~~Tom Edwards~~
F. B. Klaboe
A. E. Johnson
~~L. G. Hunter~~
~~R. H. Schroeder~~
~~Gary Rowe~~
~~G. A. Bell~~
L. H. Young
F. D. Morgan
W. J. Hart
~~V. E. Bell~~
~~H. O. Orr~~
~~J. B. Boyd~~

4-3745 7613

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Fort Stevens State Park	SECTION: Fort Stevens State Park	WEEK ENDING: 12/11/71
		SECTION PREFIX: 4-3745
	HIGHWAY:	COUNTY: Clatsop
CONTRACTOR: Palmberg Paving Co., Inc.	KIND OF WORK: Paving	
DATE OF CONTRACT: 8/2/71	CONTRACT NUMBER: 7613	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED: 9/8/71	ESTIMATED COMPLETION DATE: 11/30/71
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 11/30/71	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 88,661.93		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 80,918.33	ENGINEERING AUTHORIZATION: $ 7,743.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,056.77	ENGINEERING COST TO DATE: $ 7,625	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89
ESTIMATED PERCENT: UNDERRUN 11 %	PERCENT OF AUTHORIZATION: 98 %	DATE PROJECT WAS COMPLETED: 11/30/71

Semi-Final submitted by messenger 12/10/71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	320 yds	250 yds			4,900 tons
TOTAL QUANTITIES CORRECTED TO DATE	250 "	105 "			4,647 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			4,647 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Ducker
Bond
Walker
Poehne
Pease
Swan
Glenn
Litchfield
Stein

RECEIVED
DEC 13 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
12/6 MONDAY	No work.
12/7 TUESDAY	One man assebling estimate
12/8 WEDNESDAY	No work. Estimate complete except for some lab reports on asphalt.
12/8 THURSDAY	Lab reports came today. Estimate may be submitted tomorrow.
12/9 FRIDAY	Estimate submitted to Salem by Messenger.
SATURDAY	

REMARKS

As the semi-final is submitted as of 12/10/71, this will be the last weekly report.

SIGNED [signature] LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 24 1971
FOR FILING

41-3745
7613

August 19, 1971

Feinberg Paving Company, Inc.
P. O. Box 837
Seaside, Oregon 97138

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7613 for paving in Fort Stevens State Park in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Marchant
David Talbot
J. B. Boyd
Loren Weber

RECEIVED
AUG 10 1971
FOR FILING

4-3745
7613

August 10, 1971

Palmberg Paving Company, Inc.
P. O. Box 807
Seaside, Oregon 97138

Gentlemen:

Enclosed are three copies of Contract No. 7613 for $76,184 awarded to you by the State Highway Commission on August 2, 1971, for paving in Fort Stevens State Park in Clatsop County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

MI

Enclosures

bc F. D. Morgan
I. D. Merchant
David Talbot
J. B. Boyd
Loren Weber

6-4235 Coos Bay (McCullough) Bridge, 1971
Oregon Coast Hwy. at N. Bend.
#7614 (Maintenance painting)

7614

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 16, 1976

RECEIVED
STATE HWY ENGR
APR 19 '76
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

Mr. Fred Klaboe
Administrator and State
Highway Engineer
140 Highway Building
Salem, OR 97310

NOTED
F. B. KLABOE

NOTED
E. S. HUNTER

Re: C. H. Savage Co. v. State of Oregon
Case No. 87637 (L 7145)

Dear Mr. Klaboe

I am pleased to advise you that the trial judge in the above case has allowed our motion for the entry of summary judgment. For practical purposes the entry of that judgment will conclude this case except for plaintiff's right to appeal the decision to the Court of Appeals. If an appeal is filed, we are confident that the trial court's decision will be affirmed.

As you may recall, this case grew out of the maintenance painting of a major portion of the superstructure of the McCulloch Bridge in the Coos Bay area. The job involved blasting the steel to bare metal (white blast), applying an inorganic zinc primer, and applying a vinyl topcoat. Chuck Savage managed to lose approximately $300,000 on his $393,000 contract. This action was filed to recover those losses, together with a 10% profit factor. The complaint alleged certain claimed misrepresentations by the State amounting to breach of contract and also alleged a breach of an implied warranty that the specifications if followed would produce a satisfactory result.

The 1975 legislature adopted a summary judgment proceedings for Oregon. This allows the trial judge to consider not only the pleadings but affidavits and depositions filed in support of a motion for summary judgment. The Court then determines whether or not the plaintiff has a good cause of action that can go to a jury. If not the trial judge now has the authority to summarily dismiss the case.

In this case we took the deposition of Mr. Savage who made crucial admissions of fact. We also prepared affidavits for our engineers

in support of our motion. The net effect of the ruling is that the judge in reviewing the mentioned data decided that there is no factual issue to be determined, and that as a matter of law the State's actions were not misrepresentations and that there was no breach of warranty.

We are lucky that the new procedure allows this disposition of the case. I am afraid that a jury would be quite sympathetic to Mr. Savage and his huge losses. I join with our staff personnel involved in feeling sorry for Mr. Savage and in commending him for completing his job. He came close to bankruptcy. On the other hand, the deposition disclosed almost incredible negligence in bidding. I think contractors have a lot to learn about inorganic zinc primers, which again is the villain in this drama. Perhaps we still have a little to learn about the product too.

Sincerely

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

wws
cc: Hon. Lee Johnson
Walter Barrie
Walter J. Hart, Bridge Engineer
John C. Jenkins, Engineer of Materials and Research
Al Harwood, Construction Field Engineer
Alfred Shirley, Regional Engineer
Eugene H. Ash, Resident Engineer

7614

FORM 81-734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 7, 1974

Salem, Oregon

FILE: Contract 7614

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:

Coos Bay (McCullough) Br. Painting

TO: Mr. C. T. Keasey
Construction Engineer

C. H. Savage Company, the contractor on the recently completed painting contract for the Coos Bay (McCullough) Bridge has filed a complaint in the sum of approximately $300,000 against the State alleging breach of contract. A copy of the complaint is attached.

Mr. Rudolph of the Highway Division's legal staff will be contacting principals involved in this contract within the next several weeks to prepare the basic ground work for the State's response.

WJH/ag

Encl.

cc E. S. Hunter
H. S. Coulter
C. O. Fredrickson
A. Shirley w/attach.
E. Ash w/attach.
J. Jenkins w/attach.
C. Elroy w/attach.

RECEIVED
NOV 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7614

October 15, 1974

C. H. Savage Company
4126 S. E. Milwaukie Avenue
Portland, OR 97202

Gentlemen:

The request for an extension of time to relieve you of liquidated damages assessed for failure to complete painting of the Coos Bay (McCullough) Bridge, Contract No. 7614, within the time specified or extended by previous action has been carefully considered.

From the information supplied in your request and in subsequent correspondence and meeting, no basis for granting an additional extension of time could be found.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc C. W. Head
F. B. Klaboe
H. S. Coulter
C. T. Keasey
Walt Hart
V. E. Skoog
Alfred E. Shirley
E. H. Ash
V. L. Gallagher

AH:mk ja

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7614

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 10, 1974

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Contract No. 7614

TO: MEMO TO THE FILE

The attached response to time extension is for the purpose of getting a formal answer in the record. After a March 26 meeting with the contractor regarding his claim on the painting work, some additional research on the basis of the claim was done. As the contractor was already represented by counsel, the State's further contacts have been by Pat Randolph of our Legal Section. At one time there was some sentiment toward giving the requested time extension if it would settle all claims. We now understand from Mr. Randolph that his contacts have produced no resolvement and that the contractor is likely to file a lawsuit.

JAB:fr

cc: H. S. Coulter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 2, 1974

FROM: Al Harwood
Construction Field Engineer

SUBJECT: Coos Bay (McCullough) Bridge
Painting
Contract No. 7614

TO: H. S. Coulter
Assistant State Highway Engineer

The basis for the enclosed request for increase in time for the subject project is vague. The contractor alludes to changes in the paint system applied on the subject project as a result of our experience with the Yaquina Bay Bridge. A previous request for 150 day was considered and a 58 day extension was granted as a result of changes in the paint system and extra work.

The contractor presents no new information for consideration with his request. Subsequent to submittal of the time extension request the contractor submitted a claim against the state in the amount of $111,507 plus the $8,500 liquidated damages assessed. In the claim letter the contractor's attorney argues the contractor was led to believe no damages would be assessed. We find nothing to support this position.

In a meeting with the contractor and his attorney on March 26, 1974, the contractor claimed he had been misled in preparation of his bid as to the extent and difficulty of the work involved. He also claims the state underestimated the work involved. This position is the result of a comparison of 2 paint jobs on the Yaquina Bay Bridge; one completed by "Wee Painters" in 1970; the other by "A-1 Sandblast" awarded at the same time as the contract for the subject project.

After careful review of the contractor's request, I can find no basis for granting additional time. I feel time the extension previously granted was the result of a very liberal analysis of his request. Also the contract time was in effect extended 122 days when the non charge period was increased from 3 to 5 months to include November and March.

An increase in time for completion of the project is not recommended.

This is a State financed project with no Federal money involved.

Enclosed is a suggested rough draft reply to the contractor.

AH:mk

Enc.

RECEIVED
OCT 11 1974
Office of
Assistant State Highway Engineer

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE December 20, 1973

TO Mr. Bud Shirley
Region Engineer
Roseburg, Oregon 97470

FROM Eugene H. Ash
Box 716
Coquille, Oregon 97423

Eugene H. Ash

SUBJECT Coos Bay (Mc Cullough) Bridge Contract #7614 - Time Extension Request

Enclosed is the contractor's request for an 85 day extension of time to complete his contract without penalty.

I do not know of any reasons to state that would support his claim for a time extension that were not used in the previous time extension. The Price Agreement for leaving the coverplates off would be more in line for supporting a 10 day reduction in work time. The contractor did do good work and this was a new paint system. You would have all the previous correspondence about the time extension being granted of 58 days. Then P.A. #4 which granted two additional months of each year for shutdown time. The correspondence concerning Yaquina Bay Bridge and the meetings in Salem, I was not involved in and would have no comment to make. I do not know of any deficiencies in the paint system but P.A. #1 did change the specifications.

I see that I did send the contractor the wrong forms for this extension but not enough difference to make it worthwhile to request that it be done over.

Maybe J.X. Wilson can think of something that would help his request.

DEC 1973

FORM S-90 (REV. 10-69)

Routing
Keasey
2 Bond
3 Jackmond
Hardy
Johnsen
Walker
RECEIVED
DEC 28 1973
CONSTRUCTION SECTION
Scofield
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 24, 1973

To: C. T. Keasey
Construction Engineer
S A L E M

SUBJECT: Coos Bay (McCullough) Bridge
Contract #7614
Time Extension Request

Attached is a time extension request on the subject project, submitted by the contractor, C. H. Savage Company. Resident Engineer Eugene Ash's accompanying letter indicates he can find no justification under the terms of the contract for granting additional time. I concur with this conclusion.

We previously granted the contractor 58 additional days because of a significant increase in the contract amount and other reasons. In addition, we granted four extra months because of our new policy of increasing the winter shut down period. It appears that every reason for extra time that would qualify under the specifications has been included in the previous time extensions.

There is one factor that should perhaps be considered in examining this request. At the time the project was advertised and bid, contractors had little knowledge of what is involved in the zinc-vinyl paint system, particularly with respect to field white metal blast cleaning. Judging from my limited experience, I feel this and other jobs that came up during this time period were considerably underbid. While this is "the name of the game" in contracting, maybe we should give this some weight, especially since Savage gave us a better than average finished product.

I can't come up with any contract reasons for extra time on this project, but because I feel we have gotten more than our money's worth and because the overrun in time did not significantly affect traffic or the life of the bridge, I would suggest we give serious consideration to the contractor's request. I recommend we limit liquidated damages to a nominal amount of 10 days.

M. J. Harig
For: J. X. WILSON
Regional Construction Engineer

JXW/ks
Attach.

cc Eugene Ash

RECEIVED 10
John Bond
By Construction Engineer

7614

December 21, 1973

St. Paul Fire and Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On December 12, 1973, we wrote to you concerning release of final payment on Contract No. 7614 awarded to C. H. Savage Company for painting the McCullough Bridge in Coos Bay on the Oregon Coast Highway in Coos County.

Final payment on this contract is $5,000 and the total contract amount is $385,797.97, including $3,567.97 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js
cc: C. H. Savage Company
4126 S. E. Milwaukie Ave.
Portland, OR 97202
bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

7614

December 6, 1973

TO Oregon Transportation Commission

FROM
F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7614, Work Completed October 12, 1973

Project Coos Bay (McCullough) Bridge

Highway Oregon Coast, County Coos

Type of Work Maintenance Painting

Contractor C. H. Savage Company

Recommended Acceptance Date December 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:bb
cc: C. W.-Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7614

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 13, 1973

NOTED
E. S. HUNTER

Mr. Paul K. von Bergen II
Davies, Biggs, Strayer, Stoel and Boley
900 S. W. Fifth Avenue
Portland, OR 97204

RECEIVED
NOV 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. von Bergen:

Maintenance Painting Costs
Coos Bay (McCullough) Bridge
Contract 7614

On October 11, 1973 you were given copies of correspondence relating to painting costs on the subject project. You met with me on October 17 to discuss the matter further and your letter of November 2 requested more cost information to include estimates for the sandblasting cost.

In preparing engineering estimates for maintenance painting projects, a factor is usually used based on the tonnage of structural steel to be painted. The cost of sandblasting is included in this factor. Since the subject bridge was completed in 1936, it has been repainted twelve times and estimates based on a dollar amount per ton (paint plus sandblast) have been adequate.

We do not find documentation of such a factor in our files for this job. The Engineers Estimate for comparison of bids is documented but not in detail; you received a copy of that estimate during a previous visit to this office. The man who made up the Engineers Estimate has since retired and any further breakdown of his estimate would only be an assumption at this time.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

RECEIVED
STATE HWY ENGR
NOV 16 73
REFER TO
FOR
Joe | Reves | RHD | D/R | Sign | Act | File

RJW:dh

cc E. S. Hunter
Jack Sollis

7614

FORM E-7 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Coos Bay (Mc Cullough) Bridge		WEEK ENDING: November 2, 1973
		SECTION PREFIX: S-4235
HIGHWAY: Oregon Coast		COUNTY: Coos
NAME OF JOB: Coos Bay (Mc Cullough)	KIND OF WORK: Maintenance Painting	
CONTRACTOR: C.H. Savage Company	CONTRACT NUMBER: 7614	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 9,1971	DATE WORK STARTED: Sept. 1,1971	ESTIMATED COMPLETION DATE: October 12, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 443
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 124%
PROJECT AUTHORIZATION: $ 412,232.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 379,514.00	ENGINEERING AUTHORIZATION $ 32,698.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 393,730.00	ENGINEERING COST TO DATE $ 38,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.73%	PERCENT OF AUTHORIZATION 116.2%	DATE PROJECT WAS COMPLETED: October 12,1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Fair			
MONDAY 29	"			
TUESDAY 30	"			
WEDNESDAY 31	Showers			
THURSDAY 1	Rain			
FRIDAY 2	Fair			
SATURDAY 3				

RECEIVED NOV 5 1973 HIGHWAY COMMISSION SECTION

Keeney, Pond, Johnson, Walker, Paulling, Scofield, Glenn, Bero

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	
29 MONDAY	Project completed. No work all week.
30 TUESDAY	
31 WEDNESDAY	
1 THURSDAY	
2 FRIDAY	
3 SATURDAY	

REMARKS

Semi-final estimate to be submitted on Nov. 9th.

SIGNED Eugene H. Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7614

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 19, 1973

Commander (Oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Coos Bay(McCullough) Br.
Contract 7614
Falsework Report

Attached is a copy of the final falsework report for the Coos Bay (McCullough) Bridge dated October 15, 1973.

As indicated by the report, the project was completed on October 12, 1973. All falsework has been removed and the bridge returned to normal operation.

Very truly yours,

Walter J. Hart
Bridge Engineer
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.

cc E. S. Hunter
A. Shirley
E. Ash
D. Moehring

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7614

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 3, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures.

Columbia River (Astoria) Bridge, maintenance painting, Contract 7782
Fremont Bridge Superstructure, Stadium Freeway, Contract 7276
Siletz River (Kernville) Bridge, Contract 7577
Nestucca River (Pacific City) Bridge, Contract 7906
Coos Bay (McCullough) Bridge, Contract 7614
Youngs Bay Bridge Maintenance Painting, Contract 7737

All falsework on the Fremont Bridge project has been removed at the Swan Island site and the bridge site. This is the final falsework status report on this project. We will inform you when all work on the project has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc E. S. Hunter
C. T. Keasey
Att. Ed Hardt

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7614

September 27, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Attention: Philip G. Kaplan

Gentlemen:

This is to acknowledge your letter of September 18, 1973, informing us that your client's claim against C. H. Savage Company has been paid in full.

We have noted our files accordingly and will inform all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:td
cc C. H. Savage Company
St. Paul Fire & Marine Insurance Company

NOTED ON CARD
9-27-73 T.D.

LAW OFFICES
BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

September 18, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: C. H. Savage Co.

Dear Mr. Head:

This letter is to advise you that Carboline Company has been paid in full by C. H. Savage Co. and wishes to have the stop notice released that was filed on their behalf.

Please contact the undersigned if you need further information.

Very truly yours,

Philip G. Kaplan

PGK/smh

cc: Walter Sharpe
cc: St. Paul Fire & Marine Insurance Co.

RECEIVED
SEP 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7614

August 7, 1973

La Grand Industrial Supply Company
P. O. Box 8053
Portland, Oregon 97201

Attention: John La Grand
President

Gentlemen:

Mr. Mike Fryer telephoned me yesterday concerning your claim which was filed against C. H. Savage Company on Contract No. 7614 in Coos County.

Attached is a copy of the Contract and Bond covering this project. I am sorry that this was omitted when we acknowledged your letter of July 17.

We are also attaching a xeroxed copy of our reply to your letter.

Very truly yours,

C. W. Mead, Manager
ADMINISTRATIVE SERVICES

CWM:ks
Attachments

cc Jones, Brown, Hansen & Steenson
Attorneys at law
705 Standard Plans Building
Portland, Oregon 97204

Attention: Mike Fryer

7601-21

Claim #807

FILED
JUL 18 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUL 18 9 29 AM '73
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
7-19-73 KC

OREGON STATE HIGHWAY DIVISION

July 17, 1973

La Grand Industrial Supply Co.
P. O. Box 8[illegible]3
Portland, Oregon 97207

Attention: John La Grand
President

Gentlemen:

This is to acknowledge receipt of your letter of July 13, 1973, stating that C. H. Savage Company owes you $27,615.20 for sandblasting sand, equipment and supplies furnished.

This appears to be in connection with C. H. Savage Company Contract No. 7614 for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County.

The St. Paul Fire and Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc St. Paul Fire and Marine Insurance Co.
Portland Office
700 N. E. Multnomah
Portland, Oregon 97232

C. H. Savage Company
4126 S. E. Milwaukie Ave.
Portland, Oregon 97202

Hon. Clay Meyers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

E-123

7614

Claim 4807

FILED
JUL 18 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 18 8 29 AM '73
CLAY MYERS
SECRETARY OF STATE

July 17, 1973

La Grand Industrial Supply Co.
P. O. Box 8053
Portland, Oregon 97207

NOTED ON CARD
7-19-73 KO

Attention: John La Grand
President

Gentlemen:

This is to acknowledge receipt of your letter of July 13, 1973, stating that C. H. Savage Company owes you $27,615.20 for sandblasting sand, equipment and supplies furnished.

This appears to be in connection with C. H. Savage Company Contract No. 7614 for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County.

The St. Paul Fire and Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc St. Paul Fire and Marine Insurance Co.
Portland Office
700 N. E. Multnomah
Portland, Oregon 97232

C. H. Savage Company
4126 S. E. Milwaukie Ave.
Portland, Oregon 97202

Hon. Clay Meyers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

E-123

JOHN LA GRAND
OWNER & MANAGER

QUALITY FOUNDRY SUPPLIES JLG ESTABLISHED 1901 SERVICE

LOUIS LA GRAND
SALES MANAGER

LA GRAND INDUSTRIAL SUPPLY CO.

GENERAL HARDWARE, SAFETY EQUIPMENT AND FOUNDRY SUPPLIES

P. O. BOX 8053 · 2620 S. W. FIRST AVE. · PORTLAND, OREGON 97207

PHONE: 224-5800

July 13, 1973

Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Cecil W. Head
Secretary to the Commission

Gentlemen:

Notice is hereby given that the undersigned La Grand Industrial Supply Company, Inc. has a claim for sandblasting sand, equipment and supplies furnished by La Grand Industrial Supply Co. in the sum of Twenty-Seven Thousand Six Hundred Fifteen and 20/100 Dollars ($27,615.20) together with interest thereon at the rate of eight (8) percent per month from December 1, 1972, against the bond taken from the C. H. Savage Co. and St. Paul Marine and Fire Insurance Company for the work of maintenance painting on the Coos Bay (McCullough) Bridge, Oregon Coast Highway, Coos County, Oregon. The C. H. Savage Company is primary contractor upon your contract number 7614.

The undersigned hereby requests a copy of the bond posted in this matter together with a copy of the contract number 7614, and requests that you file this Notice with the Secretary of State and forward copies to the C. H. Savage Company and St. Paul Marine and Fire Insurance Company and take such further steps as are required by law and notify the undersigned of your so doing.

Very truly yours,

LA GRAND INDUSTRIAL SUPPLY COMPANY

John La Grand
President

JLG/mjd

RECEIVED
JUL 16 1973
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

7614

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 5, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Coos Bay(McCullough) Br.
Contract 7614

Attached is the falsework status report for the month of June, 1973.

As shown, falsework will consist of the small air basket on each side of the bridge with a plank connecting the two.

My previous letter indicated that this work would not begin until July 1. As I indicated to Mr. Shields by telephone on June 5, the work actually began June 1.

I understand that you have approved the falsework in principle, and this change in starting date will not cause any great problem.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc E. S. Hunter
C. Keasey
E. L. Hardt
A. Shirley
E. Ash

RECEIVED
JUN 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

7614

May 7, 1973

C. H. Savage Company
P. O. Box 02162
Portland, Oregon 97202

Gentlemen:

We have your request for an extension of time for 150 days on Contract No. 7614 for work on the Coos Bay (McCullough) Bridge painting on the Oregon Coast Highway in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 58 days is granted. This includes 32 days counted in late 1971 and 26 days which is the pro-rated time-money value of Price Agreements 1, and 3 and Extra Work Order No. 1. We remind you that about 120 days originally contemplated under the contract have not been counted in accordance with Price Agreement No. 4 which added two additional winter no-count months through each of the past two winters.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
C. T. Keasey
Wall Hart
V. E. Skoog
Alfred E. Shirley
E. H. Ash
V. L. Gallagher

JAB:fw : dpy

7614

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Coos Bay-(McCullough) Bridge Painting
Contract No. 7614

This maintenance painting contract was awarded August 2, 1971 with 300 calendar workdays allotted to complete the work. The contract work is approximately 60 percent complete as of mid-March. The contract time expires April 28 and liquidated damages at the rate of $100 per day will begin. The contractor, C. H. Savage Company, has requested a 150-day extension based on a delay while the State considered revising the paint specifications, work added by Price Agreement No. 1, and work required in the painting of cover plates that the contractor considers is added work.

The contractor informed the Resident Engineer on September 30, 1971, that he felt the paint specifications needed to be revised to obtain a satisfactory product and that he was discontinuing work until the State had an opportunity to review the paint specifications. This request was presented formally in a letter dated September 30, 1971 along with a request to suspend day charges until the State could respond. The contractor was notified by letter dated October 22, 1971 that the State had determined that the contractor should continue with the application under existing specifications, although a change was subsequently agreed upon.

Maintenance painting contracts, including this one, subsequently have been revised to allow two additional months of "free" time for winter dormancy (no time counted between November 1 and March 31, inclusive). The contractor would therefore have had only approximately three workdays after receiving the State's response until day charges would be discontinued. It was impractical to try to work this short time so late in the season. Prior to resumption of work in the spring, the paint specifications were modified by Price

Agreement No. 1. There is therefore some basis to recognize this reason as valid and grant the time charged from September 30 to October 31, 1971, or 32 days, associated with reviewing the specifications.

An extension of time based on pro rata dollar amount of all added work entitles the contractor to 26 additional days. The contractor has not presented any evidence to date that would show the work on the cover plates is in addition to the original contract; therefore, no time is being granted for this item.

Based on the above, I have granted a 58-day extension of contract time in accordance with the authority given me by you. This is a State project and does not require the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: C. W. Head
G. M. Baldwin
H. S. Coulter
A. E. Johnson
C. T. Keasey
Walt Hart
Alfred Shirley
V. E. Skoog
V. L. Gallagher
Gary Sund

WBR/ag:JAB:fw dpy

B-320 (Rev.)—6M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 3/14/, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 450 days, within which to complete our Contract No. 7614, without the assessment of liquidated damages. The said contract is described as follows: See Attached

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
See Attached

Respectfully submitted,

C.H. Savage Co.
Contractor

By C.H. Savage

CONSENT OF SURETY

Date March 19, 1973

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Joseph B. Buchanan
Attorney-in-fact Joseph B. Buchanan

L.B.L. & K. CORPORATION
William E. Moore
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7614 Contractor C.H. SAVAGE COMPANY

Highway OREGON COAST

Section COOS BAY (MC CULLOUGH) BRIDGE

Kind of Work MAINTENANCE PAINTING

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

The contractor is granted an extension of 32 days due to delays associated with revisions to the paint application specifications and an extension of 26 days due to added work.

Recommended for Approval:

J.X. Wilson
Division Engineer

Construction Engineer or
~~Bridge Engineer~~

acting Ass't State Highway Engineer

Contract No. 7614

Project designation STATE
State-Federal

Date awarded August 2, 1971

Work started September 1, 1971

Per cent completed 60% March 20, 1973
Date

No. of Workdays Allowed 300

No. of Workdays Used 272

No. of Added Workdays Requested 58 ~~150~~

PAINTING ★ DECORATING ★ WATERPROOFING ★ SANDBLASTING

C. H. Savage Company

234-9541

2828 S.E. MILWAUKIE AVENUE PORTLAND, OREGON 97202

P. O. BOX 02162

March 14, 1973

The said contract is described as follows:

Maintenance Painting
Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County, Oregon

Causes for extension of time request are as follows:

1. Negotiations for changed conditions were started in early October, 1971, and were finally terminated with an agreement in late March, 1972. During this time no work was done and we had verbal assurance from Mr. Al Rear that the resumed day count would be retroactive to approximately October 1, 1971.

2. The changed conditions amounted to extra millage of Zinc coating on the steel which required time over and above original estimate.

3. There is presently a controversy over whether the contract included removal and replacement of removable covers above the roadway on Piers 9 and 10. Again this will be an unanticipated time consuming operation.

Any consideration given us regarding this matter will be greatly appreciated.

FORM S-99

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 1, 1973

TO Memorandum to the File

FROM Robert J. Wright
Bridge Office Engineer

SUBJECT Review of Time Extension Request
Coos Bay (McCullough) Bridge
Maintenance Painting
Contract 7614

The time extension request for the subject project as prepared by the Construction Section has been analyzed and found to be satisfactory. The reasons given for the recommended 58-day extension are valid, and in fact are generously in favor of the contractor. The contractor's 150-day time extension request was based on three reasons as follows:

1. Extra Work Time

The time (26 days) given for Price Agreements 1, 2 and 3 was computed on a time-money basis. These price agreements were for flagging, installation of access holes, and a change in the paint specifications. This method of computing the time is probably in the contractor's favor, since the change in the paint specifications and the installation of access holes make it less time-consuming to apply the paint.

2. Change in Paint Specifications

The time was computed for this reason from the time the contractor stopped work and informed the State that the paint specifications should be changed until the beginning of the winter dormancy period on November 1, 1971. The 32 days given for this reason are valid but generous. The contractor had requested a time extension for this reason in September, 1972; no action was taken at this time since the 60-day winter dormancy period had just been added to the calendar day count and it was felt other reasons might be apparent at a later date.

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info | Vas | L/D | D/R | Sign | Act | File

A. E. JOHNSON

3. Cover Plates on Towers

No time was given for this item which is the painting of the area inside the towers above the roadway. The contractor interpreted the specifications as requiring him to paint only the area inside the towers under the cover plates below the roadway. He claims he should be reimbursed for all costs of painting such places above the roadway as well as being given an extension of time for this work. Mr. Ed Hardt is now working with the Region to prepare a report which will repudiate the claim, and thus make it ineligible for a time extension. It should be clear enough to the contractor that the specifications require the painting of all the areas enclosed by the cover plates, both those above and below the roadway.

RJW/ag

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

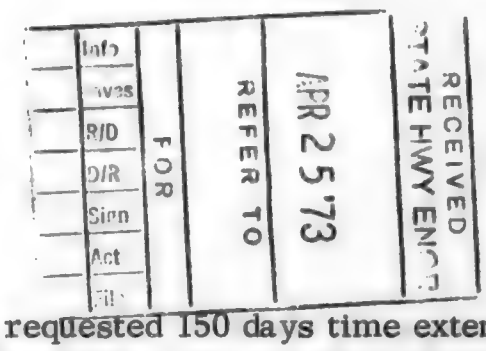
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1973

SUBJECT: Request for Time Extension
Coos Bay (McCullough) Bridge Painting
Contract No. 7614

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer



C. H. Savage Company has now formally requested 150 days time extension based on three reasons. These are: delay early in the job when changes in the paint system were proposed by the contractor (some modifications were ultimately made by Price Agreement No. 1); the actual work covered by Price Agreement No. 1 which added a money amount of $23,830; and the contractor's contention that removal and replacement work of removable covers which he is being required to do is outside the contract. The request is poorly prepared and does not assign specific days to each reason.

Bids were opened on this project July 29, 1971 with only the one bidder. Work started September 1, 1971; 300 regular calendar workdays were allowed. The 300 days, even under a revised definition of calendar workdays, which has allowed four extra winter months of dormancy through two winters or about 120 additional days, will expire April 28 and the work is 57 percent complete. The latest reports show the contractor has mobilized to resume painting this season and had eight people working last week.

The contractor has sponsored considerable discussion and debate about the specifications and the merit of the zinc vinyl paint system specified. This has evolved through three meetings in Salem with the contractor and two lengthy letters from his legal counsel.

A change was made in the paint specifications by Price Agreement No. 1, which is dated April 21, 1972, and deleted the vinyl wash primer but increased the zinc dry film by one mill, to four mills. This circumstance does give some basis to extend the time to account for the time charges in late 1971 when no work was being performed and the contractor was on record seeking changes in the specifications. Thirty-two days extension is recommended on this reaso

RECEIVED
APR 24 1973
Office of
Assistant State Highway Engineer

RECEIVED
APR 26 1973
BRIDGE DIVISION

NOTED
H. S. COULTER

SP 52475-726

On just a time-money basis, Price Agreement No. 1 and Price Agreements 2 and 3 which added the installation of access holes, and an overrun in flagging, justify 26 days.

The contractor's third reason is still not believed valid and no time is recommended for the cover plate item.

We therefore recommend a 58-day extension. This is probably in favor of the contractor. It will carry the contract to late June. This is a State project. Rough draft letters to the Commission and contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
APR 26 1973
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

7614

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 26, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Gentlemen:

Coos Bay(McCullough) Bridge
Oregon Coast Highway
Contract 7614
Maintenance Painting
Resumption of Work

My letter of November 1, 1972, indicated a winter shutdown of maintenance painting on the subject structure because of inclement weather.

Work has now resumed and will continue during the summer season. Monthly status reports will be submitted the first of each month in the usual manner.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

RWE/ag

cc E. S. Hunter
D. H. Moehring
A. Shirley
E. Ash

RECEIVED
APR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7614

April 20, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Attention: Philip Kaplan

Gentlemen:

We are in receipt of your April 9 letter which included the Carboline invoices in reference to our earlier correspondence which will be placed in our contract file.

We have deleted the claim against A-1 Sandblasting on Contract No. 7620. We would like to point out, however, that the initial claim letter from Carboline, which accompanied your letter of March 19 did, infact, mention a claim against materials for the Yaquina Bay Bridge and the contractor A-1 Sandblasting. Since your letter specifically requests removal of this claim, we have cleared the record.

As there may be some confusion in regard to the C. H. Savage Company claim for bridge work, we are including descriptions of the two contracts mentioned in our earlier correspondence. The two contracts seem to be pertinent to the Carboline claim letter submitted with your original correspondence.

Contract No. 7614 awarded to C. H. Savage Company (prime) for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County.

Contract No. 7620 awarded to A-1 Sandblasting & Steamcleaning Company, Inc., (prime) for maintenance painting on the Newport (Yaquina Bay) Bridge Section of the Oregon Coast Highway in Lincoln County.

We have made your April 9 letter a part of our contract record and assume you will notify us upon satisfaction of your client's claim.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG:ks

cc C. H. Savage Co.
A-1 Sandblasting & Steamcleaning Co., Inc.
St. Paul Fire and Marine Ins. Co.
United Pacific Insurance Company

LAW OFFICES

BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN
PAUL R. FERBER

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

Russ
pls-acknr
Ltr

April 9, 1973

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Re: Carboline Co. vs. Klaas Bros. Corp. & C. H. Salvage Co.

Dear Mr. Head:

Enclosed please find a copy of a letter to A-1 Sandblasting which I would appreciate your making a part of your records. I believe it speaks for itself. Also enclosed are the invoices reflecting Carboline's claim against Klaas Brothers and C. H. Salvage per your request. Please advise if you need further information.

At this time I would like to thank you for all of your assistance in furnishing me with information concerning this matter. I have heard from Traveler's Insurance Company who acknowledged receipt of the letter but of course disclaim any liability at this time. If there is any information that you need further, please do not hesitate to call.

Very truly yours,

Philip G Kaplan

PGK/smh
Encs.

Philip G. Kaplan

3-27-73

#7614, 7620 ✓ all documents
if invoices OK, the suit
filed from Traveler's
as A-1 already out of D.C.
-- Yakima Co. Circuit

List 2 Counts
Cont. Name
No —
Description

APR 12 1973

NOTED
C. W. HEAD

LAW OFFICES
BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN
PAUL R. FERBER

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

April 9, 1973

Mr. Harlin Cornett
A-1 Sandblasting & Steam Cleaning Co.
6117 N.E. Portland Highway
Portland, Oregon 97218

Re: Carboline Company

Dear Mr. Cornett:

I have your letter of April 2 and cannot understand how the State of Oregon included you in any claim Carboline may have. The claim was specifically against two corporations other than yours and they were referred to by name. I did include a contract number which was given to me by Mr. Cecil Head and if you were involved in one of those contracts, perhaps as a sub-contractor, your name may have become involved. To the best of Carboline's knowledge, your company is not indebted to them unless by some manner you are involved with those two other corporations, a fact of which they are not aware. Frankly, the first time I had heard your name was when I received a letter from Mr. Head of the State of Oregon who sent me the acknowledgement of Carboline's claim letter.

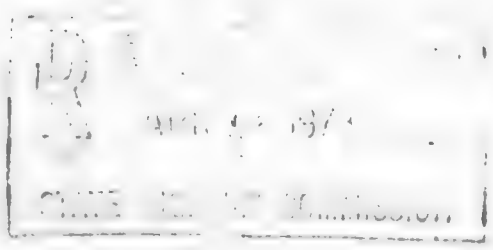
A copy of this letter is going to Mr. Head so that he will be aware of the situation.

Very truly yours,

PGK/smh

Philip G. Kaplan

cc: Mr. Cecil Head



D-U-N-S 00-000-2347

7623

CREDIT TO

KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME

CARBOLINE COMPANY

CREDIT MEMO

Invoice No.

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
			NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500005	1-77694	PAGE 1	11/14	11/14/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC. %	AMOUNT
1-	00000345	ALLOWANCE FOR CUSTOMER RELATIONS	487.50	NET	487.50-

Open

GROSS	FRT. AMT.	TAX AMT.
487.50-	.00	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT

$487.50-

OFFICE CREDIT MEMO

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROTHERS INC
ALBINA AVE & N E STANTON ST
PORTLAND OREGON
CALL BEFORE DELIVERY
281-6821 OR 649-2497

Invoice Pd.....

C.C. Pd.....

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA		F.O.B. SHIPPING POINT	
014891			IML		XENIA	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.			SHIPPING DATE	INVOICE DATE
	1210SC0005	1-71253	PPD CC NOT ACD	PAGE 1	8/24	8/24/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
2000	1-730235626	GAL POLYCLAD 936-1 GREEN 2356	DR	4.75	NET	9500.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	9,500.00	.00	.00		$9,500.00

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

Invoice Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

Gcma. Pd.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
002992	JOB 2449		HANSAY	SEATTLE
DATE ENTERED	CUSTOMER NO.	INVOICE NO.	SHIPPING DATE	INVOICE DATE
	1210500005	1-72951	8/09	8/09/72

PPD DO NOT ADD PAGE 1

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC. %	AMOUNT
60	1-703050017	GAL RUSTBOND PRIMER 6C RED	5 S	9.00	NET	540.00
40	1-703070017	GAL RUSTBOND PRIMER 6C GRAY	5 S	9.00	NET	360.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	900.00	.00	.00		$900.00

carboline

C-U-R-S CC-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND ORE

Invoice M...

Comm Pl...

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
003031	2449		WILL CALL	SEATTLE	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE 1	SHIPPING DATE	INVOICE DATE
	121C500005	1-74018		8/29	8/29/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
20	1-703050017	GAL RUSTBOND PRIMER 6C RED	S S	8.80	NET	176.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	176.00	.00	.00		$176.00

carboline

C-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

Invoice PP.

Cons. PP.

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
002977	2449		SILVER EAGLE PPD & ACC do not	SEATTLE
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE / INVOICE DATE
	1210500005	1-71959	PAGE 1	8/02 / 8/02/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200	1-231C30017	GAL KIT CARBO ZINC 11 GREEN	S S	15.75	NET	3150.00

COMMISSION ADJUSTMENT
DATE 8/22
SALESMAN 287
PERCENTAGE 100

Credit issued for freight per Dave Muth

10-18-72 per pg
Cline
200

8-23-72 pg 74

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	3,150.00	76.00	.00		$3,226.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144
D-U-N-S 00-628-2347

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME Invoice #2...
Comm. Ba...

CARBOLINE COMPANY

CREDIT MEMO

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
002977 2449			NET-30 DAYS	SEATTLE

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500005	1-71959	PAGE 1	8/02	8/02/72

QUANTITY RETURNED	ITEM NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200-	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S	1.45	NET	290.00-

Open

GROSS	FRT. AMT.	TAX AMT.
290.00-	.00	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$290.00-

OFFICE CREDIT MEMO

OK

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

D-U-N-S 00-628-2347

CREDIT TO
KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

DO NOT MAIL Invoice Pd. _____

Memo. Pd. _____

CARBOLINE COMPANY

CREDIT MEMO

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
	2469		NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500005	1-71959	PAGE 1	8/02	8/02/72

QUANTITY RETURNED	PRICE NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
1-	00000215	FREIGHT CHARGES .			

Open

GROSS	FRT. AMT.	TAX AMT.
.00	76.00-	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$76.00-

OFFICE CREDIT MEMO

carboline

D-U-N-S 00-628-2347

SOLD TO
KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO
KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
003003	2449		CNC PPD CC NOT ACC	SEATTLE
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE / INVOICE DATE
	1210500009	1-73168	PAGE 1	8/17 / 8/17/72

ORDERED	PROD NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
100	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S	15.75	NET	1975.00

10-18-72
per 9-29-72
Cr. Memo
100 gl + 145 gal

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	1,575.00	.00	.00		$1,575.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

D-U-N-S 00-628-2347

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

SAME

Invoice Pd.

Comm. Pd.

C.

CAROLINE COMPANY

CREDIT MEMO

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
003003	2449		NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.	PAGE 1		
	1210500005	1-73168		8/17	8/17/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
100-	1-231030017	GAL KIT CARBC ZINC 11 GREEN	5 S	1.45	NET	145.00-

Open

GROSS	FRT. AMT.	TAX AMT.
145.00-	.00	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$145.00-

carboline

D-U-A-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

SHIP TO KLAAS BROS % MURPHY-PACIFIC
5051 N CHANNEL AVE
PORTLAND ORE 97217 Invoice Pd.

Comm. Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
022440	2405		RAMSAY PPD DO NOT ADD	SEATTLE
DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE 1	SHIPPING DATE / INVOICE DATE
	1210500005	1-77920		11/03 / 11/03/72

ORDERED	PROD NO	DESCRIPTION & UNIT		IND PRICE	DISC %	AMOUNT
200	71-231030017	GX CARBO ZINC 11 GREEN	5 S	8.50	NET	1700.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	1,700.00	.00	.00		$1,700.00

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS
% MURPHY-PACIFIC
5051 CHANNEL AVE
PORTLAND ORE

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA		F.O.B. SHIPPING POINT	
022458			UNC		SEATTLE	
DATE ENTERED	CUSTOMER NO.				SHIPPING DATE	INVOICE DATE
	1210500005	1-78992 INVOICE NO.	PPD DO NOT ADD	PAGE 1	11/13	11/13/72

ORDERED	PROD No	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
5	1-231070017	GAL KIT CARBO ZINC 11 GRAY	5 S	8.50	NET	42.50
1	1-231050102	PT CARBO ZINC 11 COLOR PASTE RED	PTS	2.70	NET	2.70

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	45.20	.00	.00		$45.20

carboline

D-U-[illegible]-5 00-678-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Invoice Rd.

SHIP TO KLAAS BROS INC
NO ALBINA AVE & STANTON ST.
PORTLAND OREGON

PAID MAR-7 19[illegible]

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
002998	2449		RANSAY PRO & ADD	Seattle
DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE 1	SHIPPING DATE / INVOICE DATE
7	1210500005	1-70806		7/19 / 7/19/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC. %	AMOUNT
200	1-231070017	GAL KIT CARBO ZINC 11 GRAY	5 S	15.75	NET	3150.00

on acct 3/7/73
Ck # 2108 2850.00
Bal due 376.00

10-18-72 per 9-29-72 Cr. issued for frt + 145 on 200 gal kit price only per D. Mailing

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	3,150.00	76.00	.00		$3,226.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144
D-U-N-S 00-628-2347

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME

Invoice #.....

Comm. Pd.....

CARBOLINE COMPANY

CREDIT MEMO

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
002958	2449		NET-30 DAYS	SEATTLE

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500	CS 1-70806	PAGE 1	7/19	7/19/72

QUANTITY RETURNED	PROD NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200-	1-231C70017	GAL KIT CARBO ZINC 11 GRAY.	5 S	1.45	NET	290.00-

open

GROSS	FRT. AMT.	TAX AMT.	CREDIT AMOUNT	CREDIT MEMO AMOUNT
290.00-	76.00-	.00	→	$366.00-

OFFICE CREDIT APPROVED

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

D-U-N-S 00-628-2347

CREDIT TO
KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME

CARBOLINE COMPANY

CREDIT MEMO

PAID

Pg 366

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
	2449-1		NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500005	1-64619	PAGE 1	5/18	5/18/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
5-	1-730235626	GAL POLYCLAD 936-1 GREEN 2356	DR	4.75	NET	23.75-

Opa

GROSS	FRT. AMT.	TAX AMT.	CREDIT AMOUNT	CREDIT MEMO AMOUNT
23.75-	.00	.00	→	$23.75-

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
ALBINA AVE N & STANTON N

PORTLAND OR 97227

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS INC
NORTH ALBINA & STANTON ST
PORTLAND OREGON
CALL FOR DELIVERY 281-6621
OR 649-2497

Invoice Pd._____

Pd._____

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
002660			SPECTOR 2 1HL TAILGATE	XENIA	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1216500105	1-68199	PPD DO NOT ADD PAGE 1	6/29	6/29/72

ORDERED	PROD NO	DESCRIPTION & UNIT	UNIT PRICE	DISC %	EXTN AMT
2023	1-730235626	GAL POLYCLAD 936-1 GREEN 2356	DR 4.75	NET	9609.25

enacr 3/1/73
Ck#2109 271440
bal due 6894.25

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	9,609.25	.00	.00		$9,609.25

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
ALBINA AVE N & STANTON N

PORTLAND OR 97227

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS
NC ALBINA & STANTON ST
PORTLAND ORE
ATTN RON OWENS 281-6821
649-2491

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
003026	2449		RANSAY	SEATTLE	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1210500105	1-74372	PPD DO NOT ADD PAGE 1	8/28	8/26/72

ORDERED	PROD. NO.	DESCRIPTION/UNIT		UNIT PRICE	DISC. %	AMOUNT
29	1-703070017	GAL RUSTBOND PRIMER 6C GRAY	5 S	6.80	NET	220.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	220.00	.00	.00		$220.00

carboline

7614
7620

[illegible]-5 00-828-2347

SOLD TO C H SAVAGE COMPANY
4126 SOUTHEAST MILWAUKEE AVE
PORTLAND OR 97202

PLEASE MAKE CHECKS PAYABLE TO → CAROLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO C H SAVAGE COMPANY Invoice Pd.
% JOHNSON ROCK PRODUCTS
NEAR MC CULLOUGH BRIDGE
NORTH BEND OREGON Comm. Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
002423 DATE ENTERED	MCCRAL-C SAVAGE CUSTOMER NO.		SPECTOR % CONSOLIDATED	PAI
	1364450000	1-69163 INVOICE NO.	FRTWAY PPD DONOT ADD PAGE 1	SHIPPING DATE 7/18 / INVOICE DATE 7/18/72

ORDERED	ITEM NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC. %	AMOUNT
1050	1-730234426	GAL POLYCLAD 936-1 GREEN 2344	DR 5.50	NET	5775.00
1030	1-730234417	GAL POLYCLAD 936-1 GREEN 2344	S S 5.50	NET	5665.00

on acct 3/20/73
CK#16210 3500.00
Bal to Price
4325.50
1100 gals order for 60 gals Item #2

8-29-72 credit issued Item #1 1100 gals.

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	11,440.00	.00	.00		$11,440.00

carboline

D-U-N-S 00-628-2341

SOLD TO
C H SAVAGE COMPANY
4128 SOUTHEAST MILWAUKEE AVE
PORTLAND OR 97202

PLEASE MAKE CHECKS PAYABLE TO
CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO
C H SAVAGE CO Invoice PO
% JOHNSON ROCK PRODUCTS
NEAR MCCULLOUGH BRIDGE
NORTH BEND OREGON Comm. PO

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
002603	VERNAL SAVAGE		SPECTOR CONSOLIDATED	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE / INVOICE DATE
	1364450000	1-69249	PRTHAYS PPD DONOT AD PAGE 1	7/2[illegible] / 7/20/72

ORDERED	REL. NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
1000	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S 10.00	NET	10000.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	10,000.00	.00	.00		$10,000.00

carboline

D-U-N-S 00-620-2347

SOLD TO C H SAVAGE COMPANY
97202 SOUTHEAST MILWAUKEE

COOS BAY OR 97420

SHIP TO SAME

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Invoice Pd.

Comm. Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
2[illegible]317			GNC PPD DO NOT ADD	EVERETT
DATE ENTERED	**CUSTOMER NO.**	**INVOICE NO.**		**SHIPPING DATE** / **INVOICE DATE**
	1364450100	1-66886	PAGE 1	5/01 / 5/01/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC.	AMOUNT
110	1-533091026	GAL CARBOLINE THINNER 33	GL DR	3.30	NET	363.00

Credited 6-20-72 $2.50 promptly

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	363.00	.00	.00		$363.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144
D-U-N-S 00-628-2347

CREDIT TO C H SAVAGE COMPANY
97202 SOUTHEAST MILWAUKEE

COOS BAY OR 97420

SAME

CARBOLINE COMPANY

CREDIT MEMO

Invoice Pd.

Comm. Pd.

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
002646			NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1364450100	1-66386	PAGE 1	6/20	6/20/72

QUANTITY RETURNED	PROD NO	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
1-	00000200	SALES OF MATERIAL	82.50	NET	82.50-

Match to open Invoice

GROSS	FRT. AMT.	TAX AMT.	CREDIT AMOUNT	CREDIT MEMO AMOUNT
82.50-	.00	.00		$82.50-

OFFICE CREDIT MEMO

4782 (41782)

FILED
MAR 28 1973
CLAY MYERS
SECRETARY OF STATE

NOTED
3-30-73 KO

OREGON STATE HIGHWAY DIVISION

7614

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 27, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Gentlemen:

This is to acknowledge your letter of March 19, 1973, which included two claim letters of your client, Carboline Company.

The first claim is for $23,972.55 against Klaas Bros. Corporation for materials supplied for the Fremont Interchange. This claim appears to be against Contract Nos. 7214 and 7623.

Contract No. 7214 awarded to Andersen-Hannan is for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County. The General Insurance Company of America, 1500 S. W. First, Portland, Oregon 97201 furnished the performance bond on this contract.

Contract No. 7623 awarded to Drake-Willamette is for work on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County. The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06108, and The General Insurance Company of America (address above) furnished the performance bond on this contract.

The second claim for $18,164 against C. H. Savage Company is for materials used on the Yaquina Bay Bridge and the Coos Bay Bridge. This claim appears to be against Contract Nos. 7614 and 7620.

Contract No. 7620 was awarded to A-1 Sandblasting & Steamcleaning Company, Inc., for maintenance painting on the Newport (Yaquina Bay) Bridge Section of the Oregon Coast Highway in Lincoln County. The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract.

Contract No. 7614 was awarded to C. H. Savage Company for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County. The St. Paul Fire and Marine Insurance Company, 1500 N. E. Irving Street, Portland, Oregon 97232 furnished the performance bond on this contract.

NOTED
C. W. HEAD

We will advise the sureties of the receipt of your claim letters and will also forward the claim letters to the Secretary of State for filing.

As the invoices referred to in the claim letters did not accompany your letters, we are unable to designate appropriate Contract No. or surety distribution for the above specified claims. We will appreciate receiving information from you that will enable us to specify the claim amount against the correct contracts.

When your client's claims have been satisfied, please advise this office.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG ks

cc Drake-Willamette
Andersen-Hannan
C. H. Savage Company
A-1 Sandblasting & Steamcleaning Co., Inc.
General Insurance Co. of America
The Travelers Indemnity Company
United Pacific Insurance Company
St. Paul Fire and Marine Insurance Co.

bc Hon. Clay Myers - Please acknowledge receipt of attached claims on the enclosed copy of this letter.

LAW OFFICES
BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN
PAUL R. FERBER

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

March 19, 1973

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Re: Carboline Co. vs. Klaas Bros. Corp. & C. H. Salvage Co.

Dear Mr. Head:

Enclosed please find letters from my client, Carboline Company, in regard to their claims against the above-styled corporations. Please advise if you need further information to make these claims a matter of record. Copies of their letters are going to the respective sureties.

Very truly yours,

Philip G. Kaplan

PGK/smh

cc: Traveler's Indemnity
cc: General Insurance Co. of America
cc: United Pacific Insurance Company
cc: St. Paul Fire & Marine Insurance Co.

MAR 23 1973

AREA CODE 314
644-1000

carboline

CABLE-CARBOCO-ST. LOUIS
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

4328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Head:

Notice is hereby given that the undersigned, Carboline Company, a Missouri corporation, has a claim for $18,164.00 owed by C. H. Salvage Company, 4126 S.E. Milwaukee Avenue, Portland, Oregon pursuant to materials shipped to said company (which said materials are described on invoices attached) to apply on the Yaquina Bay Bridge and the Coos Bay Bridge wherein A-1 Sandblasting and Steam Cleaning Company, Inc. was the general contractor and United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington and St. Paul Fire & Marine Insurance Company, 1500 N.E. Irving Street, Portland, Oregon were the sureties.

It is our understanding that you will acknowledge receipt of this letter and advise the appropriate parties. Carbon copies have been forwarded to the above-named sureties.

Very truly yours,

W. Rosenbaum

MAR 16 1973

AREA CODE 314
644-1000

carboline ®

CABLE-CARBOCO-ST. LOUIS
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

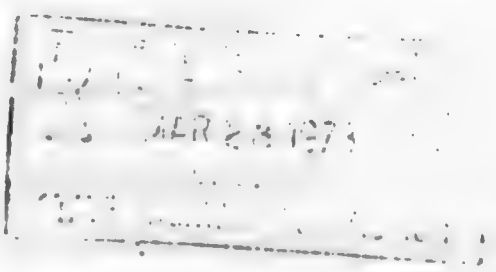
Dear Mr. Head:

Notice is hereby given that the undersigned, Carboline Company, a Missouri corporation, has a claim for $23,972.55 owed for materials (various coatings as described on invoices attached) delivered to Klaas Brothers Corporation and used on the east and west Fremont interchanges wherein Donald Drake and Anderson-Hannon were the general contractors and Traveler's Indemnity Company, 700 Main, Hartford, Conneticutt and General Insurance Company of America, 1500 Southwest 1st Street, Portland, Oregon were the sureties.

It is our understanding that you will acknowledge receipt of this letter and advise the appropriate parties. Carbon copies have been forwarded to the above-named sureties.

Very truly yours,

W. A. Rosenbaum



5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7614

DATE March 21, 1973

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. Johnson

SUBJECT Coos Bay (McCullough) Bridge
Maintenance Painting
Contract 7614
Cleaning Specifications

On March 8, 1973 a meeting relative to the subject project was held in Room 332 of the State Highway Building, Salem, Oregon, with the prime contractor, C. H. Savage, his superintendent and Edward L. Hardt, J. X. Wilson, Eugene Ash, and R. W. Ellison of the Oregon State Highway Division in attendance.

During the meeting Mr. Savage stated that at a previous meeting on October 4, 1971, the State requested additional paint thickness and subsequently wrote a price agreement to cover same. Mr. Savage also stated that during that meeting the State agreed verbally to accept a near-white sandblast in place of the white sandblast originally specified for cleaning of the steel on the subject project. The Bridge Section files do not contain minutes for the October 4, 1971 meeting.

Messrs. A. E. Johnson, W. J. Hart, and A. A. Rear were in attendance at the October 4 meeting. I have contacted them regarding the alleged verbal agreement to accept a near-white blast. I find Mr. Johnson has no recollection regarding such an agreement and Walter Hart and Alfred Rear state definitely that no such agreement was made. In support of Walter Hart's and Alfred Rear's contention, a letter written to Alfred Rear by McMurray, Sherry, and Nichols, attorneys for C. H. Savage, on March 7, 1972, pleads the case of a commercial blast in lieu of the white blast specified. If a near-white blast had been deemed acceptable on October 4, 1971, surely the attorneys' letter of March 7, 1972 would have reflected this fact.

RWE/ag
cc A. E. Johnson
W. J. Hart
E. L. Hardt
C. T. Keasey
J. H. Versteeg
E. Ash

RECEIVED
STATE HWY ENGR
MAR 23 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7614

January 12, 1973

Farmers Insurance Group
6700 S. W. Varns Street
Tigard, Oregon 97223

Attention Mr. Chris Marthaller
Authorized Agent & Representative

Gentlemen:

We have your letter of December 29, 1972, about paint damage to a vehicle while stopped at the Coos Bay (McCullough) Bridge painting project, Contract 7614.

Damage of this type is the responsibility of the contractor under the terms of the contract. I am sure that if you contact the contractor he will take proper corrective action.

I am forwarding the contractor and his surety a copy of this letter together with a copy of your letter to me.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RJW/ag
cc E. S. Hunter
J. H. Versteeg
E. Ash w/attach.
C. H. Savage Co. w/attach.
St. Paul Fire & Marine Insurance Co. (Policy No. 587JA6291) w/attach.

RECEIVED
JAN 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED E. S. HUNTER

RECEIVED
NOV 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7614

November 1, 1972

Commander (oan)
U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

NOTED
A. E. JOHNSON

Falsework Status Reports

Enclosed is one copy each of the falsework status reports for the following structures:

Coos Bay (McCullough) Bridge Maintenance Painting, Contract 7614
Eastside (Isthmus Slough) Bridge Maintenance Painting, Contract 7610
Youngs Bay Bridge Maintenance Painting, Contract 7737

Work on all three of these structures has been shut down for the winter because of inclement weather. It is anticipated that work will resume about May, 1973. No further monthly status reports will be submitted until the actual resumption of work.

Please note that no impaired clearances exist at either the McCullough or Isthmus Slough Bridges. At the Youngs Bay Bridge cables used to support work planks remain in place and cause a six-inch impairment of the vertical navigation clearance in the lift span.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc A. E. Johnson
A. A. Rear
R. N. Bothman
J. Versteeg
E. Ash

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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SEP 19 1972
FOR -

RECEIVED
SEP 27 1972
FOR FILING

7614

Salem, Oregon
September 25, 1972

Mr. J. B. Boyd
Region Engineer

Mr. J. E. Versteeg
Region Engineer

A review of the specifications for Contracts 7614 and 7620 indicate that the time limit is specified by a designated number of calendar work days charged between March 1 and November 30 inclusive. Subsequent to the award of these contracts, the special provisions for maintenance painting contracts have revised the calendar work day definition to include every day between April 1 and October 31 inclusive.

It has been determined that the calendar work day charges should be recomputed for Contracts 7614 and 7620 to reflect the revised calendar work day definition as follows:

"Calendar work days on this project will be every day within the period April 1 to October 31 inclusive, of every year; subject to the exclusions set forth in subsection 108.08 (b) of the Standard Specifications."

Please issue appropriate no-cost price agreements and revise your assessment of calendar work day charges for contracts listed above and issue subsequent reports based on the definition.

A. E. Johnson
Assistant State Highway Engineer

AAR:ag ja

cc Tom Edwards
F. B. Klaboe
Walt Hart
C. T. Keasey
Vern Skoog
L. H. Young

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SEP 19 1972
FOR FILING
FORM S-30 (REV. 10-69)

7614

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 12, 1972

SUBJECT: Coos Bay (McCullough) Br.
Oregon Coast Highway
Coos County
Contract No. 7614

To: Mr. Walter J. Hart
Bridge Engineer
S A L E M

Attention A. A. Rear

The contractor on the Coos Bay (McCullough) Bridge has used 94% of the time on Contract No. 7614 and has completed less than 50% of the work. The structure painting will not be completed until next summer based on current progress. Substantial liquidated damages will have been withheld from the contract payment by the time the painting has been completed.

Other than a careful documentation of progress and events, is there anything else you would suggest that we do in anticipation of a time extension request and/or a possible claim.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

NOTED
A. E. JOHNSON

JHV/cw

cc A. E. Johnson
E. H. Ash
J. X. Wilson

RECEIVED
SEP 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1972
FOR FILING

7614

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 20, 1972

TO Memo to the Files

FROM A. A. Rear
Bridge Operations Engineer

SUBJECT C. H. Savage's letter of 7/10/72

Reference is made to the July 10, 1972, letter from C. H. Savage Co. and specifically to the fourth paragraph regarding assurance of extension of time. I offer the following:

On October 4, 1971, a meeting was held in the East ~~Portland~~ Salem Office Building at which time Mr. Leo Sherry, Attorney for C. H. Savage, presented a petition for a revision of the paint system on the McCullough Bridge painting contract, 7614. The first item of his petition asked for a suspension of the contract until the problem was resolved. The contractor was informed that only the Commission could extend contracts but since his petition had been presented I assumed that if the Division saw fit to suspend the work or work-day count, the date of his petition would be considered.

In my letter of October 22, 1971, to Mr. Sherry I informed him that the matter had been discussed with the Bridge Engineer and Assistant State Highway Engineer and concluded that the specified paint system was adequate if applied in accordance with the project specifications and further, that it was not in the best interest of the public to suspend the contracts pending further investigation of the paint system.

Any claim the contractor may have for additional time will have to be presented by the contractor and considered on its merits.

AAR:dh

cc Eugene H. Ash
J. H. Versteeg

NOTED
A. E. JOHNSON

RECEIVED
JUL 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

PAINTING ★ DECORATING ★ WATERPROOFING ★ SANDBLASTING

C. H. Savage Company

234-9541

4126 S. E. MILWAUKIE AVENUE PORTLAND, OREGON 97202

P. O. BOX 02162

July 10, 1972

Oregon State Highway Division
Box 716
Coquille, Oregon

Attention: Mr. Eugene H. Ash Re: McCullough Bridge
Contract 7614

Dear Sir:

Referencing your letter of June 20, 1972:

Despite our best efforts to secure competent experienced sandblasters who can handle the type of work involved, we have been unable to do so and have been forced to train our own men from the local available help. We are on the improve however, and anticipate having eight blast nozzles going full bore soon.

In any event, completion of the bridge this year now seems a remote possibility, but not because we want it that way I can assure you.

On October 4, 1971 at the original meeting in Salem to determine the feasibility of the Zinc Vinyl paint system, Mr. Rear assured us that the day count would be retroactive to that date when we finally resumed work. This extension was subsequently denied us, which cancelled out all days lost during the period of negotiations to avoid litigation.

We believe, that in all fairness, this time (some 110 days) should be restored to the contract in writing and we now formally petition that this be done.

We will, as we have to date, persevere with all possible expediency to complete the work as soon as possible,

RECEIVED
JUL 14 1972
BRIDGE DIVISION

NOTED
ALFRED A. REAR

Oregon State Highway Division

If for no other reason than to avert a complete financial disaster to our small Company - a possibility which looms ever more apparent.

Your early response will be appreciated.

Very truly yours,

C. H. SAVAGE COMPANY

By: C. H. Savage Jr.

CHS/b

RECEIVED
JUL 14 1972
BRIDGE DIVISION

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APR 2 1972
FOR FILING

McMURRY, SHERRY & NICHOLS
Attorneys at Law
700 BLUE CROSS BUILDING
PORTLAND, OREGON 97201

TELEPHONE 227-3231
AREA CODE 503

GARRY P. McMURRY
LEO C. SHERRY, JR.
JACQUES B. NICHOLS
JOSEPH W. MAYLIE
FRED M. AEBI
DENNIS R. VANROSKY
PATRIC J. DOHERTY

7614

April 12, 1972

Mr. A. E. Johnson
Oregon State Highway Division
135 State Highway Building
Center and Capital Streets
Salem, Oregon

Re: Maintenance Painting Contract No. 7620 for Newport (Yaquina Bay) Bridge and Contract No. 7614 for Coos Bay (McCullough) Bridge

Dear Mr. Johnson:

Pursuant to your request these are the four alternative proposals which were presented on behalf of A-1 Sandblasting and Steamcleaning Co. and C. H. Savage Co. at our meeting on April 10, 1972.

PROPOSAL 1

This proposal contemplates that a zinc vinyl application be provided under existing contracts with specification modifications as follows:

a. A stripe coat application be made as required and the one coat reference in the existing specifications be eliminated.

b. A provision be included that sandblasting be 95% to white metal or something similar in order to permit retention of existing seals around rivet heads, splice plates, etc.

c. The requirement of a tie coat or wash coat be eliminated.

d. The specifications shall call for a minimum of four mils of zinc on all surfaces.

e. The Highway Division shall pay for the extra zinc and thinner required as follows:

NOTED
A. E. JOHNSON

	Newport	Coos Bay
Zinc	350 gals. $3,605.00	1,000 gals. $10,300.00
Thinner	250 gals. $640.00	600 gals. $ 1,530.00
	$4,245.00	$11,830.00

PROPOSAL 2

In this alternative, we propose that the State face up to the practical necessity of a stripe coat application and pay for it. A specifications modification would provide for sandblasting 95% to white metal. Other contract provisions and specifications would remain the same. Additional amounts to be paid under this alternative are:

Coos Bay Bridge	$50,000.00
Newport Bridge	$30,000.00

PROPOSAL 3

In this option, we contemplate that the Highway Division may wish to terminate these two contracts in order to provide for a new paint system, to resubmit the bids based on new specifications through the regular channels, or for whatever other reason the State deems appropriate. We propose that the jobs be terminated and settlement be made with the contractors which includes payment for mobilization costs and other costs to date net, of course, of any advances. Full releases by all parties without further work on the bridges is proposed. We will be pleased to furnish detailed summaries if you wish to pursue this alternative further.

PROPOSAL 4

In the event that you wish to try a new paint system, the painters under these two contracts will be pleased to work with you under any fair and appropriate basis. One of the

significant advantages in this approach is the utilization of their mobilization. This option is particularly attractive to these painters in view of their grave doubts as to the practicability of a zinc vinyl system in the Oregon coastal geographic area.

Thank you for your courtesies at Monday's meeting.

Yours very truly,

Leo C. Sherry, Jr.

LCS:nf
cc: Mr. C. H. Savage
Mr. Harlin Cornett
Mr. Alfred A. Rear
Mr. Walter Hart

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APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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IN
OFFICE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7614

March 27, 1972

McMurry, Sherry & Nichols
Attorneys at Law
700 Blue Cross Building
Portland, Oregon 97201

NOTED
A. E. JOHNSON

Attention: Mr. Leo C. Sherry, Jr.

Dear Mr. Sherry:

Maintenance Painting
Contracts 7614 and 7620

In your March 7, 1972, letter on behalf of Mr. Harlin Cornett and Mr. C. H. Savage you requested a meeting to resolve certain problems with respect to the painting contracts for the McCullough Bridge and the Yaquina Bay Bridge. Members of the Oregon State Highway Division are available during the week of April 10 except for Friday morning, April 14. Please advise time and date selected.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Alfred A. Rear
Bridge Operations Engineer

AAR/ag

cc: A. E. Johnson
J. B. Boyd
J. H. Versteeg
L. I. Lindas

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MAR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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1

Genl files

FOR FILING

McMURRY, SHERRY & NICHOLS
Attorneys at Law
700 BLUE CROSS BUILDING
PORTLAND, OREGON 97201

TELEPHONE 227-3231
AREA CODE 503

GARRY P. McMURRY
LEO C. SHERRY, JR.
JACQUES B. NICHOLS
JOSEPH W. MAYLIE
FRED M. AEBI
DENNIS R. VAVROSKY
PATRIC J. DOHERTY

7614

March 7, 1972

Mr. Alfred A. Rear
Assistant Bridge Engineer
Oregon State Highway Division
Oregon Highway Building
Salem, Oregon 97310

RE: Maintenance Painting Contract No. 7620 for Newport (Yaquina Bay) Bridge and Contract No. 7614 for Coos Bay (McCullough) Bridge

Dear Mr. Rear:

This letter is tendered in an effort to avoid litigation on the subject contracts. It is written on behalf of Mr. Harlin Cornett, President of A-1 Sandblasting and Steam Cleaning Co. and Mr. C. H. Savage, President of C. H. Savage Co., the successful bidders.

As you no doubt recall, in our oral presentation to you on October 4, 1971 and in our formal petition of the same date, we discussed the significant failure under State Contract No. 7445 which covered the painting of the floor system of the Yaquina Bay Bridge completed late in 1970. As part of our presentation we produced photographs taken a few days earlier, which clearly demonstrated the extent of failure. Our efforts were aimed at securing some change in approach to avoid a recurrence under the subject contracts, which combine to amount to in excess of one half million dollars. As nearly as we can tell, no change has resulted from our efforts and you are insisting that we proceed with performance.

We understand Contract No. 7445 was a pilot project to give the State in-field data on zinc-vinyl paint applications. At the time of our bidding the referenced jobs, we presumed the pilot project was successful since the State was going forward on similar applications. We were not advised that there were problems with it.

NOTED
A. E. JOHNSON

The inspection platform on the Yaquina Bay Bridge, which had presumably been provided for examination of the paint job applied by We Painters, Inc., viewed a section that had been substantially repaired and touched up subsequent to the original application. No one bothered to advise us prior to our bidding that We Painters, Inc. had been brought back to rework this segment after completion.

In your letter to Mr. Cornett of A-1 Sandblasting and Steam Cleaning Company dated February 25, 1972, you stated as follows:

> "We are well aware of the fact that the paint job done by We Painters, Inc. has suffered significant failure. Because we were aware of this failure, spot cleaning and painting was included in the current project. The extent of the failure appears much more extensive now than it did at the time the project was advertised and will probably be even more extensive by the time the corrective work is actually performed."

This comment was made in response to Mr. Cornett's letter of February 3, 1972, discussing the extent of "touch-up" required on the prior application.

With regard to your comments, we make the following observations:

1. As prospective bidders on these contracts, we were entitled to know of the significant failure of this paint job at the time of bidding. It was a material factor that would have affected our estimate of costs.

2. In conversations prior to bidding with your Mr. Gardiner as to the extent of touch-up required, no mention was made as to the significant failure of this job, and further, he could give no guidance on touch-up but indicated "something should be thrown in." In our discussions with other Highway Division employees, nothing was said to us about problems with this system. As a matter of fact, the contrary was true. It was represented as quite satisfactory.

3. We based our bids on information that this system was mechanically efficient to apply. Instead of getting the proper advice that this application was a sensitive, difficult one under existing field conditions, we were advised that it was a relatively easy four-coat application, and that this zinc-vinyl system was the answer to Oregon coastal weather corrosion.

We have gone on record in saying that we doubt that a zinc-vinyl system applied under Oregon Coast conditions should be used. In saying this we are well aware that certain of your chemists and engineers hold contrary views as do certain paint manufacturers. In support of our contentions we would like to point out the following:

1. The pilot project on the Yaquina Bay Bridge application is a significant failure.

2. The application also in 1970 on the Astoria Bridge of a zinc-vinyl system has been a continuing headache and cannot under any circumstances be considered as a successful application.

3. Some of your own personnel have grave doubts as to the utility of this system in our coastal areas.

4. Since our meeting of October 4, 1971, the manufacturer of the product being used, the Carboline Company, has made several recommendations as to what is necessary for a successful application that go far beyond their specifications available at the time of bidding these jobs and beyond the specifications outlined by the State of Oregon in the invitations to bid. The extent of these revisions casts some doubt as to the practicability of the system.

The most sensitive area in the State's specifications for this application is in the initial zinc application after sandblasting to white metal. A one-coat application is called for to result in three mils of thickness. In the Carboline Company's specifications which were available at the time of bidding these jobs, the manufacturer recommended thinning one-half to one pint per gallon. Our application of zinc at the Yaquina Bay Bridge in accordance with these specifications was not successful. Although the coating satisfied millage requirements, it was so powdery and porous that it permitted rust overnight. In order to get an airtight cover, it was necessary to thin the zinc by adding 1 to 1½ quarts of thinner rather than the one pint specified. With the resulting lack of viscosity, we simply could not apply the zinc in one coating in order to secure an effective cover of the required mils. We can come to no other conclusion than it is effectively "impossible" to apply the zinc on a one-coat basis as you specify.

Although on the smooth and open surfaces by double clutching we can build up to the required thickness; on the pitted and irregular surfaces which include rivet heads in order to build up to the recommended millage, a stripe coat is necessary. The manufacturer now concurs that this requirement is a practical necessity. As an item of further confirmation, we understand that the State of Oregon is planning to include a stripe coat as a requirement on future contract bids for zinc-vinyl applications.

We wish to call to your attention Paragraph A.9 of the STEEL STRUCTURES PAINTING COUNCIL'S specification SSPC-PA 1-64 incorporated by reference in the bidding documents, which reads as follows:

> "A.9 Stripe painting of edges, corners, rivets, welds, etc. is believed to be advantageous in preventing breakdown of paint on such edges in very corrosive surroundings. The application of paint by striping to such edges is an expensive operation, and should only be specified when it is believed the cost will be compensated for by extra life..."

and the preliminary comments referred to as "Summary of SSPC-PA 1-64 Requirements" which read as follows:

> "Stripe painting of steel is included as an option in the Paint Application Specification and must be specified by the user before taking effect."

We should not be required to make a stripe coat application without agreeing to it in advance.

In connection with the touch-up work required on the contract to rehabilitate We Painters, Inc.'s work on the Yaquina Bay Bridge, we wish to reaffirm our position in Mr. Cornett's letter to you of February 3, 1972. Significant failure is not the proper subject matter for "touch-up." As mentioned to you in Mr. Cornett's letter, an estimated 40 percent of that application has to be restored, much of it in difficult and inaccessible areas.

It is our understanding that the primary purpose of the zinc coat is to retard rust. The manufacturer of Carbo Zinc 11 makes this claim:

> "NON-IMMERSION: The atmospheric moisture picked up in the film permits each zinc particle to set up its own protective galvanic cell. If the film is cut or damaged, the exposed steel may rust. However, there will be no sub-film attack. The corrosion will stop at the zinc edge."

Although your February 25 letter would lead us to believe you may be reconciled to the problem, it may be of interest to you that we have circled certain rust spots on the Yaquina Bay Bridge application and find through the Winter there was considerable rusting back.

We believe there are two areas in the State of Oregon specifications on this job which should be given special scrutiny in addition to the materials discussed above:

1. The State's specifications require sandblasting to white metal. We question the wisdom of breaking down the existing paint seal at rivet heads, splice plate edges and edges of beams, etc. The manufacturer recommends "commercial sandblasting" rather than "sandblasting to white metal." A commercial sandblast would not destroy the existing and effective seal.

2. Elimination of the vinyl wash primer called for by the specifications should be considered. We quote from the letter from the Carboline Company to Mr. Harlin Cornett dated September 20, 1971, a copy of which is attached:

> "Inasmuch as Polyclad 936-1 was formulated for application directly over Carbo Zinc, we would rather see 4 mils of Carbo Zinc followed directly by Polyclad 936-1, leaving out the wash primer. The more zinc you get, the more protection you get. We have found the acid in wash primers tends to eat up a measured amount of zinc, if ever so slight, thereby negating some of the benefits of their use. I would think the Yaquina Bay Bridge would derive more protection from 4 mils of Carbo Zinc and eliminate the wash primer, than insertion of wash primer over 3 mils of Carbo zinc."

We are willing to accept responsibility under our contracts. As a correlary we believe the Oregon State Highway Division should be responsible for its decisions affecting the subject matter of these contracts. A repetition of the application by We Painters, Inc. must be avoided. All of us owe it to the taxpayers of this

State. None of us want to be associated with that kind of a result. If the Oregon State Highway Division insists on going forward with this system, we believe it essential that it be done under modified requirements.

We have tried to work with you in a responsive manner on this subject matter and will continue to do so. These problems are simply not going to disappear. We believe there may be solutions within the framework of the existing contracts. If you believe there is a possibility of resolving these problems outside of litigation, we will be pleased to meet with members of the Oregon State Highway Division and offer specific recommendations or consider any of your proposals.

This matter is urgent since the day count has commenced. Immediate attention is essential.

Yours very truly,

Leo C. Sherry, Jr.

A-1 SANDBLASTING & STEAM CLEANING CO.

By_____

C. H. SAVAGE CO.

By_____

LCS:mh
cc: A. E. Johnson
J. B. Boyd
C. W. Elroy
Eugene Ash

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

6-4235
7614

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 22, 1971

McMurry, Sherry & Nichols
700 Blue Cross Building
Portland, Oregon 97201

Attention Mr. Leo C. Sherry, Jr.

NOTED
A. E. JOHNSON

Gentlemen:

Newport (Yaquina Bay) Bridge
Painting Contract 7620
Coos Bay (McCullough) Bridge
Painting Contract 7614

At our meeting of October 4, 1971, I assured you that your petition to have the paint system reviewed would be presented to both the Bridge Engineer and the Assistant State Highway Engineer.

We have discussed your request and have concluded that there is no reason why the specified paint system will not be adequate if properly applied in accordance with the project specifications.

We have recently had our specifications pertaining to this type of paint system studied by an independent paint consultant who determined that our specifications are adequate and if followed would result in an acceptable paint system. We have further concluded that it is not in the best interest of the public to suspend the subject contracts pending additional investigation of the paint system.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED BY
Alfred A. Rear

A. A. Rear
Bridge Operations Engineer

AAR:dh

cc A-1 Sand Blasting & Steamcleaning Co., Inc.
C. H. Savage Company
A. E. Johnson /w/ encl.
L. I. Lindas /w/ encl.
C. T. Keasey /w/ encl.
J. B. Boyd /w/ encl.
C. W. Elroy /w/ encl.
Eugene Ash /w/ encl.

RECEIVED
OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BRIDGE DIVISION

McMURRY, SHERRY & NICHOLS
Attorneys at Law
700 Blue Cross Building
Portland, Oregon 97201

Telephone 227-3231
Area Code 503

Carry P. McMurry
Leo C. Sherry, Jr.
Jacques B. Nichols
Joseph W. Maylie
Fred M. Aebi
Dennis R. VavRosky
Patric J. Doherty

October 4, 1971

Oregon State Highway Division
Salem, Oregon

RE: Maintenance Painting Contract No. 7620 for Newport (Yaquina Bay) Bridge and Contract No. 7614 Coos Bay (McCullough Bridge)

Gentlemen:

Confirming our oral presentation of today before members of the Oregon State Highway Division, the purpose of this letter is to present a formal petition. In view of the unsatisfactory results of the pilot project on the floor system of the Yaquina Bridge which was completed less than one year ago under contract no. 7445, we believe there is a high prospect of early failure of the zinc-vinyl coating called for under the subject contract.

The successful bidding contractors:

C. H. Savage Company
A-1 Sandblasting and Steam Cleaning Co.

petition that the subject contracts be suspended until a full evaluation of the results of the paint job under contract no. 7445 can be made. This evaluation should include at least the following:

1. Examination and inspection by an independent consulting engineer.

2. An in depth re-evaluation by the Oregon State Highway Division of the results of contract no. 7445.

3. A statement by the manufacturer of the paint to be applied, whether or not the specifications outlined by the State of Oregon for these jobs are adequate to insure a satisfactory job.

Respectfully submitted by:

Leo C Sherry Jr

Attorney for C. H. Savage Company
A-1 Sandblasting and Steam Cleaning Co.

cc Al Rea — Original for reply w/pictures
E. T. Kenney
John Jenkins
LCS:mh
Charles Elvey
10-4-71
KM

RECEIVED
OCT 4 1971
BRIDGE DIVISION

carboline COMPANY

CABLE-CARBOCO-ST.LOU.
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

REPLY TO:
DAVID L. MUTH
P. O. BOX 116
MERCER ISLAND, WASH. 98040
PHONE: (206) 232-5343

APPLICATION OF CARBO ZINC 11 TO EXISTING BRIDGES, TOWERS AND OTHER HIGH STEEL-STRUCTURES, Special Instructions.

1. In warm and windy conditions, Carbo Zinc 11 should be thinned more than noted in regular application instructions. Thinning up to 1 qt./gal. is suggested to insure proper breakup and flow of the material. Cool and windy conditions would also require additional thinner. The amount can be adjusted to the point that dry-spray is eliminated. The main point of this is to get a solid wet coat on and have it stay wet for as long as possible, eg. for a period of ½ or 1 minute. If the coating is wet for only a second, or two, proper wetting of the surface might not be accomplished, and the primer may become powdery.

2. A brush coat of CZ 11 thinned 30-35% (40-45 oz./gal.) is recommended as a special treatment of rivets for maximum penetration. This degree of thinning is recommended when applying a second coat over previously applied CZ 11 to eliminate chance of a dry second coat application. For small overlaps and touchups, 1 qt./gal. is sufficient.

3. Spray gun should be kept as close as possible to the surface to maintain a wet coat. The tendency to "reach" too far should be resisted as dry spray can result.

4. Airless spray may be advantageous in spraying Carbo Zinc in the wind. It will also aid in penetrating crevices in the metal. A Grayco 321 tip (6" fan with .021"orifice) with a revers-i-clean nozzle is recommended.

5. "Working rivets", loose or cocked rivets, bulging seams, spaces between back-to-back angles, and other crevices which are impossible to seal off completely with paintable products can be sealed with Carboline Calking Compound # 225 applied with putty knife, calking gun or brush. It can also be "gloved" on. #225 can be applied over Carbo Zinc or between vinyl coats.

6. For small areas of touchup where some rusting has resulted from holidays, power wire brushing, sandpaper or hand wirebrushing to remove rust is acceptible, prior to touching up with Carbo Zinc. This would apply to recent holidays. Where old holidays are rusting, sandblasting the spots may be the only practical method, and is recommended to remove the rust. Wirebrushing has a decided advantage where sandblasting an isolated spot could damage good material nearby, thereby negating the advantages of sandblasting.

7. Carbo Zinc 11 will last in excess of one year without topcoating if applied in accordance with Carboline application instructions, even in severe marine environments. In fact, the longer period allows the pores to fill with zinc salts and helps to eliminate pinholing of the topcoats. Carbo zinc can be washed with water or steamcleaned to remove dirt and salt deposits from the surfaces.

Received from Harlin Cornett 10-4-71
cc Ed Ross
Ed Lewis

RECEIVED
OCT 4 1971
BRIDGE DIVISION

RECEIVED
AUG 30 1971
FOR FILING

6-4235

7614

August 27, 1971

C. E. Savage Company
4120 S. E. Hiawatha Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7614 for maintenance painting on the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Marchant
R. H. Bothman
C. T. Mackey
Eugene Ash

RECEIVED
AUG 11 1971
FOR FILING

6-4235
7614

August 11, 1971

O. K. Sewage Company
4126 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7614 for maintenance painting of the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 23, 1971.

Very truly yours,

Floyd Lowry, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
Encl.

cc Frank Morgan
Ivan Merchant
R. H. Bothman
C. T. Keasey
Eugene Ash

RECEIVED
JUN 8 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

GAME COMMISSION

JUN 7 1971

6-4235
OFFICE OF THE DIRECTOR
7614

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

June 8, 1971

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
[illegible]. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

cc's sent 6-10-71

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Reference is made to your letter of May 19, 1971, which referred to the plan sheets for seven bridge projects listed as follows:

1. Charleston (South Slough) Bridge
   Cape Arago Highway, Coos County
2. Eastside (Isthmus Slough) Bridge
   Coos River Highway, Coos County
3. Applegate River Bridge
   Jacksonville Highway, Jackson County
4. Applegate River Bridge
   Jacksonville Highway, Josephine County
5. Newport (Yaquina Bay) Bridge
   Oregon Coast Highway, Lincoln County
6. Florence (Siuslaw River) Bridge
   Oregon Coast Highway, Lane County
7. Coos Bay (McCullough) Bridge
   Oregon Coast Highway, Coos County

We have no objection to these projects from a wildlife protection standpoint. However, we request that precautions be taken to prevent the contamination of the involved streams by any paint, chemical, or other pollutants.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: Dir. FCO

DEC E IVE
JUN 17 1971

FISH COMMISSION

6-4235
7614

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON - 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

cc's sent 6-9-71

June 7, 1971

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

Hall
Olson
Wills
Hackleman
Carstensen
Keyes
Terpin

Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
JUN 3 - 1971
DESIGN SECTION

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Porter:

The following proposed bridge painting contracts submitted to us by your letter dated May 19, 1971 have been reviewed.

Charleston (South Slough) Bridge
Eastside (Isthmus Slough) Bridge
Applegate River Bridges (2)
Newport (Yaquina Bay) Bridge
Florence (Siuslaw River) Bridge
Coos Bay (McCullogh) Bridge

There should be no conflicts with the fishery resources, providing water quality standards are adhered to. The projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8-3345 Brookings Safety Rest Area near 1971
N. city limits of Brookings (Grad.,
#7615 pav. and facilities)

7615

8

May 17, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7615 awarded to Redwood Empire Aggregates for work in Brookings Safety Rest Area on the Oregon Coast Highway in Curry County was completed on September 8, 1973, and accepted by the Administrator and State Highway Engineer on May 15, 1974.

Final payment in the amount of $1,000 will be released to the contractor after May 23, 1974. The total contract amount is $336,888.28 including $14,595.15 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Read
COMMISSION SERVICES

fbm
cc Redwood Empire Aggregates
P.O. Box 299
Arcata, California 95521

C. T. Keasey
Walt Hart
V. E. Shang Attn: Dick Hook
Alfred Shirley

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on May 15, 1974, I accepted the following:

Contract No. 7615 , Work Completed Sept. 8, 1972

Project Brookings Safety Rest Area

Highway Oregon Coast County Curry

Type of Work Grading, Paving and Facilities

Contractor Redwood Empire Aggregates

J. S. Klabre

Administrator and
State Highway Engineer

7615

October 17, 1973

Redwood Empire Aggregates
P. O. Box 299
Arcata, California 91006

Gentlemen:

We have reviewed your request for a 73-day time extension on Contract No. 7615 for work on the Brookings Safety Rest Area Section of the Oregon Coast Highway in Curry County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 63-day extension is granted which will reduce the time liquidated damages on this project, leaving seven days in effect.

Very truly yours,

A. E. Johnson
Acting State Highway Engineer

cc: C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
L. H. Young
Alfred Shirley, Jr.
William Ikola
V. L. Gallagher

JAB:fw dpy

7615

5

October 17, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Request for Time Extension
Brookings Safety Rest Area
Contract No. 7615

Redwood Empire Aggregates, contractor on the subject project, has requested a 73-day extension of the contract time citing various extra work items. This contract was awarded on August 2, 1971 with a specified completion date, except for the required landscape establishment, of June 30, 1972. The contract work was actually completed September 8, 1972 with 70 days liquidated damages accrued at $100 per day.

The extra work added to the project amounted to $26,751. A major portion of the extra work was on subexcavation and drainage, early items in the work sequence. Due to the time of year that the contract was awarded, these items could not be accomplished before weather severely hampered the contractor's operations. The effect of this extra work justifies 63 days' extension.

I have granted a 63-day extension of time on this project. This will leave seven days and $700 liquidated damages in effect. Your concurrence is requested. This was a State project.

This matter will be on the agenda for your concurrence at the October 24 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
H. S. Coulter
Vern S[illegible]g
L. H. Young
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund
Robert Whipps

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7615 Contractor Redwood Empire Aggregates

Highway Oregon Coast

Section Brookings Safety Rest Area

Kind of Work Grading, Paving and Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 69 days extension for Extra Work Orders and Price Agreements added to the contract.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

Contract No.	7615
Project designation	State (State-Federal)
Date awarded	August 2, 1971
Work started	August 9, 1971
Per cent completed	
No. of Workdays Allowed	Completion Date June 30, 1972 (334 Days)
No. of Workdays Used	Completion Date September 8, 1972 (404 Days)
No. of Added Workdays Requested	73

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 8, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ~~XXX~~ days to 75 days, within which to complete our Contract No. 7615, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

REDWOOD EMPIRE AGGREGATES
Contractor

By _____

CONSENT OF SURETY

Date June 8, 19 73

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

_____
Attorney-in-fact

(SEAL)

_____
Resident Agent

FORM E-20 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Brookings Safety Rest Area
Contract No. 7615

FROM: John A. Bond
Construction Administration Engineer

Redwood Empire Aggregates, contractor on the above project, has requested a 73-day extension of contract time. This contract was awarded on August 2, 1971 with a specified completion date of June 30, 1972. The project was actually completed on September 8, 1972 with a 70-day overrun at $100 per day.

The extra work added to the project amounted to $26,751. On a time/money pro-rata, this would justify a 27-day extension. A major portion of the extra work was on subexcavation and drainage, early items in the work sequence. Due to the time of year that the contract was awarded, these items could not be accomplished before weather severely hampered the contractor's operations. A majority of the time allowed was through the wet season, not leaving much "cushion" for extra work.

The Resident Engineer has made a good analysis by date and by work items of his version of the added work impact.

We concur in an extension based on this derivation of actual time for added work. However, this should be expanded for weekend time. Forty-three days of this were workdays which expanded by 7/5ths equals 60 days, then adding the three weekend days which are in the analysis, we arrive at a 63-day extension, leaving 7 days liquidated damages at $100 per day. Our engineering costs are over only about $325.

I have discussed this with J. X. Wilson and he concurs in our recommendation of a 63-day extension. This was a State project. Rough draft letters to the Commission and the contractor are attached.

KS/JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 12 1973
Office of
Assistant State Highway Engineer

Redwood Empire
AGGREGATES

POST OFFICE BOX 299
ARCATA, CALIFORNIA
TELEPHONE 822-4853

8-24-73

Routing
Page, Kelsey, Bond, Jackmond, Hardt, Johnson, Walker
RECEIVED
AUG 28 1973
CONSTRUCTION SECTION
Peace, Glenn, Berg

Oregon State Highway Commission
Salem, Oregon 97310

Attn: W.E. Ikola

Subject: Brookings Safety Rest Area - Oregon Coast Highways
Contract # 7615

Item #1 Temp protection and direction of traffic (lump sum).
Only four work days were assigned this item and they were congruent with other work.

Item #2 Clearing and grubbing (lump sum).
This work was carried out quite closely as per our schedule. Not additional time sought for this item.

Item #3 Embankment in place (17.000 C.Y. or est.)(17186.6 final).
This item was the one item controlled by work not originally in the contract and done on EWO #3. Also controlling time was the additional underdrain work and its area,(see EWO #3 for detail). It is felt because of subcontractor (Ferry Creek Rock) taking some personal time off, that some working days are lost. Estimated 10 days

Item #4 Trench excavation (420 C.Y. or est.)(993.05 final).
This item was increased from 420 C.Y. to 993.05 C.Y. and we feel that additional time is due. Estimated 3 days

Item #5 Finishing road beds and slopes (lump sum).
No additional time sought for this item.

Item's #6-21 No additional time sought on these items.

Item #22 Six inch drain pipe (170 L.F. or est.)(1922 L.F. final).
Because of the extremety of the moisture condition not indicated on the preliminary investigation of the site, it is felt that additional time should be allowed to complete this item. We can only estimate the additional time it took to do this. Estimated 12 days

PA #3 Special filter materials (24 C.Y. or est.)(535.75 C.Y. final). Estimated 3 days

PA's 4-10 No additional time sought.

Redwood Empire
AGGREGATES

POST OFFICE BOX 299
ARCATA, CALIFORNIA
TELEPHONE 822-4853

8-24-73

EWO #1,2 No additional time sought.

EWO #3 Excavate and dispose of unsuitable material ($11,392.80). This extra work was req'd because of estremely wet, unknown conditions of project. Our direct loss (see copies of reports) was 13 days. It is estimated that for us to backfill and compact the excavation took an additional 7 days. It is also estimated that waiting for this areaa to "dry out", took and additional 25 days. Estimated 45 days

Summary: We feel that there should be a meeting to discuss this request and will meet at your request, wherever desired.

Total estimated days 73

Sincerely,

Ben Rene

Ben Rene

BR/mh

OREGON STATE HIGHWAY DEPARTMENT

FORM S-328 (7-61)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Force Work Orders, except those for flagging where STATE pays 87½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Brookings Safety Rest Area | CONTRACT NUMBER: 7615 | ORDER NO.: 3 | Sheet 1 of 1

HIGHWAY: Oregon Coast | FORCE ACCOUNT NUMBER: 3 | DATE: 10/29/71 | SHIFT: Day

CONTRACTOR: Redwood Empire Aggregates | SUB-CONTRACTOR: Ferry Creek Rock & Concrete | PAGE: 8-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Ken Curry	Dozer Operator	7.95	1	Dozer	245 Cat D-8	11.45	1	
								Sub exc. clay deposits
								Right sta. 19+25 – 20+00

REMARKS:

Paul K. Curry

OREGON STATE HIGHWAY DEPARTMENT

FORM E-418 (7-69)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 87½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's File

PROJECT NAME: Brookings Safety Rest Area
CONTRACT NUMBER: 7615
ORDER NO.: 3
Sheet 1 of 1

HIGHWAY: Oregon Coast
FORCE ACCOUNT NUMBER: 3
DATE: Oct. 14, 1971
SHIFT: Day

CONTRACTOR: Redwood Empire Aggregates
SUBCONTRACTOR: Ferry Creek Rock & Concrete
PREFIX: 8-3395

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Larry Moody	Dozer Operator	7.85	2½	Dozer	34A Cat D-8	31.45	2½	
Dan Miller	Dozer Operator	7.85	2½	Dozer	32A Cat D-6B	18.90	2½	Excavating Clay pockets

REMARKS:

Owner's Representative: John R. Cross

Contractor: [illegible]

FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all State Work Orders [illegible] State for flagging where STATE pays 87½% of cost.)
DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT: Brookings Safety Rest Area
CONTRACT NUMBER: 7615
ORDER NO.: 3
Sheet 1 of 1
LOCATION: Oregon Coast
FORCE ACCOUNT NUMBER: 3
DATE: October 8, 1971
STATE: Ore.
CONTRACTOR: Redwood Empire Aggregates
SUBCONTRACTOR: Ferry Creek Rock & Concrete
PHONE: 8-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Rick Eslinger	Truck Driver	6.95	4'	Dump Truck	8-12 Cu. Yds	11.75	4'	
Alvin Moody	Truck Driver	6.95	4'	Dump Truck	8-12 Cu. Yds	11.75	4'	Excavate & dispose of
Roger Bell	Truck Driver	6.95	4'	Dump Truck	8-12 Cu. Yds	11.75	4'	unsuitable material
Larry Moody	Loader Operator	7.95	4'	Loader	Cat 955 H with 2 Cu. Yd. Bucket	19.10	4'	sta. 23-22+50

REMARKS:

sticky mud necessitates cleaning out dump truck beds every six or seven

John K Ewing

Jack Coates

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all State Work Orders except those on flagging where STATE pays 37½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT TITLE: Brookings Safety Rest Area | CONTRACT NUMBER: 7615 | ORDER NO.: 3 | Sheet 1 of 1

LOCATION: Oregon Coast | FORCE ACCOUNT NUMBER: 3 | DATE: Oct. 7, 19[illegible] | SHIFT: Day

CONTRACTOR: Redwood Empire Aggregates | SUB-CONTRACTOR: Ferry Creek Rock & Concrete | PREFIX: E-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Rick Eslinger	Truck Driver	6.95	8	Dump truck	8-12 Cu. Yds.	11.75	8	
Roger Bell	Truck Driver	6.95	8	Dump Truck	8-12 Cu. Yds.	11.75	8	Excavate & Dispose of
Alvin Moody	Truck Driver	6.95	8	Dump Truck	8-12 Cu. Yds.	11.75	8	Unsuitable Material
Larry Moody	Loader Operator	7.95	8	Loader	Cat 955H with 2 Cu. Yd bucket	19.10	8	Sta. 21 + 25 to 25 + 50
Ken Curry	Dozer Operator	7.95	2	Dozer	36A Cat D-8	31.45	2	

REMARKS:

Sticky Mud: Necessitates cleaning Truck beds every so often

Contractor's Representative: John D. Curry | Inspector: Jack Beckett

OREGON STATE HIGHWAY DEPARTMENT

FORM S-400 (7-48)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 87½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Brookings Septic Test Area		CONTRACT NUMBER: 7615	ORDER NO. 7	Sheet 1 of 1
HIGHWAY: Oregon Coast	FORCE ACCOUNT NUMBER: 3	DATE: Oct. 6, 19		SHIFT: Day
CONTRACTOR: Redwood Empire Aggregates	SUB-CONTRACTOR: Berry Creek Rock & Concrete			PERMIT: S-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Rick Eslinger	Truck Driver	6.95	8 ✓	Dump Truck	8-12 Cu. Yds.	11.75	8 ✓	
Roger Call	Truck Driver	6.85	8 ✓	Dump Truck	8-12 Cu. Yds.	11.75	8 ✓	transport & dispose of
Alvin Moody	Truck Driver	6.85	8 ✓	Dump Truck	8-12 Cu. Yds.	11.75	8 ✓	unsuitable material
Ken [illegible]	Loader Operator	7.95 ~~8.15~~	8 ✓	Loader	Cat 955 H w/4 2 cu. yd. Bucket	19.10	8 ✓	at [illegible] & [illegible]
Larry [illegible]	Cat Operator	9.55	1 ✓	Dozer	36A Cat D-8	31.45	1 ✓	

REMARKS:

Sticky mud necessitates cleaning dump truck beds every second run.

Contractor's Representative: John K. Curry

Inspector: Jack Lockett

OREGON STATE HIGHWAY DEPARTMENT

FORM E-438 (7-47)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all force work where agreed upon for flagging where STATE pays 87½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Landslide Safety Rest Area | CONTRACT NUMBER: 7615 | ORDER NO.: 3 | Sheet 1 of 1

HIGHWAY: Oregon Coast | FORCE ACCOUNT NUMBER: 3 | DATE: Oct 5, 77 | SHIFT: Day

CONTRACTOR: Lakeside Equipment Co. | SUB-CONTRACTOR: Ferry Creek Rock & Gravel | PREFIX: E-345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Earnie Castle	Truck Driver	6.85	7	Dump Truck	8-12 Cu. Yds	11.25	7	
Rick Eslinger	Truck Driver	6.95	7	Dump Truck	8-12 Cu Yds	11.25	7	Excavate & dispose of
[illegible]	Truck Driver	6.95	7	Dump Truck	8-12 Cu Yds	11.25	7	unsuitable material
[illegible]	Loader Operator	7.95	7	Loader	Cat 950 H with 2 Cu. Yd. bucket	19.10	7	
Lawrence [illegible]	Dozer Operator	2.95	1	Dozer	36A Cat D-8	31.95	1	

REMARKS:

Sticky mud necessitates cleaning out the dump truck beds every so often.

Contractor's Representative: John K. Conroy | Inspector: Jack Corbett

FOREST SERVICE — U.S. DEPARTMENT OF AGRICULTURE

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: File to be used for all force account work. Same for logging where STATE pays 6½% of cost.

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Brookings Safety Rest Area
CONTRACT NUMBER: 7615
ORDER NO.: 3
Sheet 1 of 1

HIGHWAY: Oregon Coast
FORCE ACCOUNT NUMBER: 3
DATE: Sept. 29, 1971
SHIFT: Day

CONTRACTOR: Redwood Empire Aggregates
SUBCONTRACTOR: Ferry Creek Rock & Concrete
PERMIT: 8-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Edwin Castle	Backhoe Operator	7.79	1½	Backhoe	Ford Diesel 5000 with ¾ cu. yd. bucket	10.40	1½	15.60

REMARKS:

Contractor's Representative: John K. Cuney

Inspector: Jack Corbett

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: [To be used for all Force Work Orders except those for flagging where STATE pays 75% or cost.]

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Station
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Brookings Safety Rest Area

HIGHWAY:

CONTRACTOR: Oregon Coast

Redwood Empire Aggregates

CONTRACT NUMBER: 7615

FORCE ACCOUNT NUMBER: 3

DATE: Sept. 29, 1971

Sheet 1 of 1

SHIFT: Day

PROJECT: S-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR TYPE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
George Tesbur	Truck Driver	6.95	7½	Dump Truck	8-12 Cu Yds	11.35	7½	88.13
Rick Eslinger	Truck Driver	6.95	7½	Dump Truck	8-12 Cu Yds	11.35	7½	88.13
Roger Ball	Truck Driver	6.95	7½	Dump Truck	8-12 Cu Yds	11.35	7½	88.13
Alvin Moody	Truck Driver	6.95	7½	Dump Truck	8-12 Cu Yds	11.35	7½	88.13
Mike Curry	Loader Operator	7.95	8	Loader	Cat 955 H with 2 Cu Yd Bucket	19.10	8	152.80
Lawrence Mead	Dozer Operator	7.95	5	Dozer	Cat D7A-DC8	12.90	5	103.20
Dan Millar	Dozer Operator	7.95	8	Dozer	Cat 36A-DC8	11.45	8	251.60
								160.12

REMARKS:

W. B. Cunningham

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 87½% of cost.)
DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

Highways Safety Rest Area
Oregon Coast
Redwood Empire Aggregates

Force Account No. 3
Item 215
Order No. 3
Sheet 1 of 1
Date 9-23-71
Shift Day
Location Ferry Creek Rock & Concrete
Prefix 8-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
George Tribur	Truck Driver	4.85	8	Dump Truck	8-12 Cu. Yds	11.25	8	94.00
Dick Edinger	Truck Driver	4.85	8	Dump Truck	8-12 Cu. Yds	11.25	8	94.00
Alvin Mosby	Truck Driver	4.85	8	Dump Truck	8-12 Cu. Yds	11.25	8	94.00 Excavate & Dispose of
Badger Ball	Truck Driver	4.85	8	Dump Truck	8-12 Cu. Yds	11.25	8	94.00 unsuitable material sta.
Mike Curry	Loader Operator	3.85	8	Loader	Cat 950 with 2½ Cu. Yd. Bucket	19.10	8	152.80 24-27
Lawrence Mosby	Dozer Operator	3.85	8	Dozer	Cat D7A - D6E	18.90	8	103.20
Don Miller	Dozer Operator	3.85	8	Dozer	Cat D8A - D8	31.65	8	251.60
								883.60

John K. Curry

Jack L. Corbett

OREGON STATE HIGHWAY DEPARTMENT

FORM E-403 (7-62)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be completed at Daily Work Conference except those for flagging where STATE pays 87½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Brookings Softly Rest Area

CONTRACT NUMBER: 7615

ORDER NO.: 3

Sheet 1 of 1

HIGHWAY: Oregon Coast

FORCE ACCOUNT NUMBER: 3

DATE: Sept. 22, 1971

SHIFT: Day

CONTRACTOR: Redwood Empire Aggregates

RECOMMENDED: Floyd Cook Tech of Contracts

PERMIT: E-3265

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
George Tribur	Truck Driver	6.95	8 ✓	Loader	3½ Yd w/ 4 in 1 Bucket	15.10	8 ✓	120.80
Rick Eslinger	Truck Driver	6.95	8 ✓	Dump Truck	8-12 Cu. Yds	11.25	8 ✓	90.00
Edwin Castle	Truck Driver	6.95	8 ✓	Dump Truck	8-12 Cu. Yds	11.25	8 ✓	90.00 Excavate & Dispose of
Alvin Moody	Truck Driver	6.95	8 ✓	Dump Truck	8-12 Cu. Yds	11.25	8 ✓	90.00 Unsuitable Material
Dan Miller	Dozer Operator	7.95	8 ✓	Dump Truck	8-12 Cu. Yds	11.25	8 ✓	90.00 between stations 24+00 - 32+00
Ken Curry	Dozer Operator	7.95	8 ✓	~~Dump~~ Dozer	36A Cat D8	31.45	8 ✓	251.60
Lawrance Moody	Loader Operator	7.95	8 ✓	Dozer	33A Cat D8	12.90	8 ✓	103.20
								823.60

REMARKS:

40 DKT

OREGON STATE HIGHWAY DEPARTMENT

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

Brookings Safety Rest Area

Oregon Coast

Redwood Empire Aggregates

CONTRACT NUMBER: 7615 | ORDER NO.: 3 | Sheet 1 of 1

FORCE ACCOUNT NUMBER: 3 | DATE: Sept 21, 1971 | SHIFT: Day

SUBCONTRACTOR: Rainy Creek Rock & Concrete | PERMIT: 8-2345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Bob Eslinger	Truck Driver	6.95	8	Loader	Cat 950 W w/ 2 Cu. Yd. bucket	19.10	8	
Edward Castle	Truck Driver	6.95	8	Dump truck	8-12 Cu. Yds	11.75	8	Excavate & dispose of
George Tribuer	Truck Driver	6.95	8	Dump truck	8-12 Cu. Yds	11.75	8	unsuitable material station
Mike Curry	Loader Operator	7.85	8	Dump Truck	8-12 Cu. Yds	11.75	8	25+00 - 27+00
Don Miller	Dozer Operator	7.85	8	Dozer	966A, Cat D-8	17.95	8	
Ken Curry	Dozer Operator	7.85	2½	Dozer	977 Cat D-6B	12.30	2½	

One Cat was getting stuck in the mud, Loader brought the Cat dozer to the area and with the D-8 Cat to push the Cat dozer through the mud and material to a firm base. The loader could put the material up and place it in the dump truck.

OREGON STATE HIGHWAY DEPARTMENT

FORM B-438 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's File

PROJECT NAME: Erosion Cntl. East Area
CONTRACT NUMBER: 2615
ORDER NO.: 3
Sheet 1 of 1
HIGHWAY: Oregon Coast
FORCE ACCOUNT NUMBER: 3
DATE: Sept. 20, 1971
SHIFT: Day
CONTRACTOR: Redwood Empire Aggregates
SUB-CONTRACTOR: Ferry Creek Rock & Concrete
PREFIX: 8-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
George Gribur	Truck Driver	6.95	8	Loader	Cat 955 H with 2½ C.Yd. bucket	19.10	8	
Rick Eslinger	Truck Driver	6.95	8	Dump truck	8-12 Cu. Yds	11.25	8	Excavate & dispose of
Edwin Castle	Truck Driver	6.85	4	Dump truck	8-12 Cu. Yds.	11.75	8	unsuitable material station
Mike Curry	Loader Operator	2.95	8	Dump Truck	8-12 Cu. Yds	11.75	4	24+00 - 17+00
Ken Curry	Dozer Operator	2.95	1	Dozer	Cat D-8, 36A	31.45	1	

REMARKS:

Contractor's Representative: John K. Curry — Inspector: John E. Corbett

OREGON STATE HIGHWAY DEPARTMENT

FORM S-401 (7-61)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all other Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Brookings Safety Rest Area
CONTRACT NUMBER: 7615
ORDER NO.: 3
Sheet 1 of 1

HIGHWAY: Oregon Coast
FORCE ACCOUNT NUMBER: 3
DATE: Nov. 12, 1971
SHIFT: Day

CONTRACTOR: Redwood Empire Aggregates
SUBCONTRACTOR: Ferry Creek Rock & Concrete
PREFIX: 8-3345

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
George Tibur	Truck Driver	6.95	8	Dump Truck	8-12 Cu. Yds.	11.25	8	
Rick Eslinger	Truck Driver	6.95	8	Dump Truck	8-12 Cu. Yds.	11.25	8	Excavate & dispose
Rodger Bell	Truck Driver	6.95	8	Dump Truck	8-12 Cu. Yds.	11.25	8	of unsuitable Material
Alvin Moody	Truck Driver	6.95	8	Dump Truck	8-12 Cu. Yds.	11.25	8	Sta. 26+50 - 28+50
		7.95	1½					
Ken Curry	Dozer Operator	7.95	8	Dozer	D6A Cat D-8	31.45	1½	
Curtiss Ryan	Loader Operator	7.95	8	Loader	Cat 955 H w/4 2 Cu. Yd. Bucket	19.10	8	

REMARKS:

John K. Curry

Date 11-12-71

7615

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Brookings Safety Rest Area	SECTION: Brookings Safety Rest Area	WEEK ENDING: September 16, 1972
		SECTION PREFIX: 8-3345
	HIGHWAY: Oregon Coast	COUNTY: Curry
CONTRACTOR: Redwood Empire Aggregates	KIND OF WORK: Grading, Paving & Facilities	
	CONTRACT NUMBER: 7615	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, 1971	DATE WORK STARTED: August 9, 1971	ESTIMATED COMPLETION DATE: September 8, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 377,370.48	SPECIFIED COMPLETION DATE: June 30, 1972	PERCENT OF TIME ELAPSED: 121.0
EXCLUSIVE OF ENGINEERING: $ 347,446.83	ENGINEERING AUTHORIZATION $ 29,923.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.4
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 332,955.91	ENGINEERING COST TO DATE $ 28,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.7
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.1%	PERCENT OF AUTHORIZATION 93.9 %	DATE PROJECT WAS COMPLETED: September 8, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
95	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,000 cy	8,460 ton			3,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	17,187	6,458			3,232
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,187	6,458			3,232
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Info. Bldg.						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Overcast			
WEDNESDAY	Ptly. Foggy			
THURSDAY	Foggy			
FRIDAY	Foggy			
SATURDAY	Foggy			

Reding
Kearsey
Bond
Walker
Johnson

RECEIVED
SEP 1 1972
CONSTRUCTION SECTION

Rice
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

September 10, 1972

SUNDAY	No Activity
MONDAY	Contractor doing general cleanup of area. Florist watering plants. State signing crew installing job signs.
TUESDAY	No Contractor's men on job. State striping crew striped job with exception of left turn lane on U.S. 101. Dennis Clark putting up literature and pictures in building.
WEDNESDAY	Plumber worked on atmospheric vacuum breakers. Rest Area open to public.
THURSDAY	State crew sand blasting fog line on U.S. 101.
FRIDAY	Blasting fog line on U.S. 101.
SATURDAY	No work scheduled.

REMARKS

Second notification has been sent in effective last Friday. Only Contractor activity this week was some minor cleanup and watering of plants. Only work remaining is cleanup. State forces striping and signing job this week. Information center opened on Wednesday and official dedication will be Thrusday, September 21, 1972.

This is final report.

SIGNED W E. Hula LOCATION Brookings

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 1 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7615

Brookings, Oregon
April 24, 1972

NOTED
A. E. JOHNSON

Redwood Empire Aggregates
P. O. Box 299
Arcata, California 95521

Attention: Mr. Ben Rene'

Subject: Brookings Safety Rest Area
Oregon Coast Highway
Contract No. 7615
Project Progress

Gentlemen:

This will confirm earlier discussions with Mr. Rene' regarding the discrepancy between the progress of contract work versus the time for completion of the subject project.

As of this date the percent of contract completed is estimated at 21.7 % whereas the percent of time elapsed is now 79.3%.

Based on the above percentages, it appears the progress of the work will have to be greatly expedited in order to complete the contract on time. You are hereby reminded that failure to complete the contract work on time will result in payment to the State of Oregon the perdiem amount of liquidated damages as set forth under Section 108.10 of the Standard Specifications for Highway Construction - 1970 Edition.

RECEIVED
APR 28 19
FOR FILING

Very truly yours,

W.E. Ikola

W.E. Ikola
Resident Bridge Engineer

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

c.c. Region Office
Redwood Empire Aggregates
Crescent City, Calif.
File

copies to Klabal
Johnson
Keary

RECEIVED
SEP 8 - 1971
FOR ...

8-3345
7615

September 7, 1971

Redwood Empire Aggregates
P. O. Box 299
Arcata, California 95521

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7615 for work in Brookings Safety Rest Area of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Holtzman
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
Roy Olson
C. T. Kenney
Vernon Shull

RECEIVED
AUG 10 1971

8-3345
7615

August 10, 1971

Redwood Empire Aggregates
P. O. Box 299
Arcata, California 95521

Gentlemen:

Enclosed are three copies of Contract No. 7615 for $327,610 awarded to you by the State Highway Commission on August 2, 1971, for work in Brookings Safety Rest Area of the Oregon Coast Highway in Curry County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
L. D. Merchant
Roy Olsen
C. T. Keasey
Vernon Shull

RECEIVED
AUG 6 - 1971
FOR FILING

8-3345

7615

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1971

SUBJECT: Brookings Safety Rest Area and Port of Entry

To:

D. G. Talbot
State Parks Superintendent

B u i l d i n g

The contract for this safety rest area and travel and information booth is being awarded.

The upkeep of the rest area is properly a function of maintenance and will be budgeted by maintenance.

The proximity of Harris Beach and other park installations requires a substantial full time Parks' staff.

I propose that Parks utilizing maintenance funds do the maintenance and operation of the safety rest area. The rest area improvements will be cared for by the Maintenance Section.

Your concurrence is requested.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mp

cc: E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER
AUG 4 1971

RECEIVED
JUL 16 1971
FOR FILING

8-3345
7615

LEE JOHNSON
ATTORNEY GENERAL
SALEM, OREGON

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

July 16, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCGULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. F. B. Klaboe
Asst. State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Brookings Safety Rest Area and Information Center
Burying of Telephone Cable

copy also Law & Legal Op. & Rel.

Dear Mr. Klaboe:

As we have previously discussed, it is my opinion that the State could legally reimburse the phone company for putting their phone cables underground across the area in front of the safety rest area and information center.

This opinion is based on the theory that although technically the State could perhaps require the phone company to bury the cable, strictly for esthetics, it is questionable. It is questionable on the grounds that it could be considered arbitrary and capricious as there is no necessity for the burying of the cable, other than the fact that it makes the area look prettier. The phone company has already complied with the statute and located the telephone line on the inland side of the highway, which is adjacent to the beach. In my opinion, rather than litigate the matter, it would be cheaper and proper for the Highway Division to pay the approximate $500 for the burying of the cable in this particular instance.

As regards the general situation as to whether the State can require a telephone or power company to bury an already existing power line or telephone line that goes through an area that is declared a scenic area subsequent to the location of the power lines or where the Highway Division allows them to put aerial power lines across a scenic area after it is a scenic area, I believe a formal opinion should be requested from the Attorney General. This is a very ticklish question and if the Highway Division antici-

8-6-71 copy to Sollis w/note:

Not now, maybe later.

FBK

NOTED
F. B. KLABOE

pates that they may be undertaking such a program in the future, I would suggest that they follow this procedure to determine whether or not they can do it properly.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg

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JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 13 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

8-3345
HIGHWAY BUILDING
7615

SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

July 12, 1971

General Telephone Company
356 "H" Street
Crescent City, California 95531

ATTENTION: Mr. Don Eagleton
District Manager

Re: Telephone Line Relocation
Brookings Safety Rest Area
Oregon Coast Highway
Curry County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 20, 1971, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of April 29, 1971.

Reimbursement for the work performed on and subsequent to April 29, 1971, in the amount of $510.00, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. L. Gallagher w/attach (2)
V. E. Skoog
C. T. Keasey w/attach (2)
Vern Shull "
R. A. Sandmann "
J. E. Holcomb "

RECEIVED
JUL 1 _ 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 - 1971
FORM S-30 (4-70)

8-3345
7615

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 3, 1971

SUBJECT: Proposed Brookings Information Center

To: Mr. Roy Olson
Landscape Engineer
Design Section
DIVISION

Following are suggested changes and comments on the preliminary Brookings Information Center design.

It is suggested that the dead-ended spur to the future development area be eliminated and a longer radius curve on the return road from the trailer parking be utilized. This would eliminate the large cut and retain the natural character of the slope. It is questionable as to future development in the area as shown.

Also, we suggest utilizing angle parking for automobiles rather than straight-in parking. This seems to ease traffic circulation and reduces congestion. We also feel there is a need for a left turn refuge for southbound traffic at the junction with the Coast Highway.

Unless the proposed information center building is specifically located to take advantage of an ocean vista, it is my opinion that it should be located somewhat closer to the car parking.

Attached is your preliminary plan and an ozalid print of an aerial photograph showing Harris Beach State Park and the pattern of refuges that now exist at the junction of the park entrance road with the Coast Highway.

Larry Jacobson
Parks Planning Supervisor

LJ:sw

cc: Warren Gaskill
David Talbot

APPROVED
LLOYD P. SHAW

RECEIVED
FEB 5 - 1971

FOR FILE

8-3345
7615

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 29, 1971

To: Roy Olsen
Landscape Engineer
S A L E M

SUBJECT: Brookings Safety Rest Area and Information Center

As requested, I am having Vern Shull, Resident Engineer at Brookings, prepare an Authority for Survey for preparing a vicinity map for the proposed safety rest area and information center. Due to the very difficult and brushy terrain, obtaining contours is going to be very slow. I doubt that we will be able to complete the vicinity map as quickly as you will need it for an April letting.

I am personally concerned about the statement in your letter which indicates that the information building will be similar to the one on the Siskiyous. While the information center on the Siskiyous is quite functional for that location, I do not feel that that particular design is suited for the location at Brookings. I believe that the information center at Brookings should take every advantage of the view of a most beautiful coast line. I would like to see a building which was constructed with open beam ceilings with rock work which would give it the appearance that the rugged Oregon coast deserves.

John Quiner II

JOHN QUINER II
Region Construction Engineer

JQII/cw
cc Frank Hall
David Talbot

NOTED
E. S. HUNTER

NOTED
D. TALBOT

NOTED
LLOYD P. SHAW

Copy To Don Hyan
2-5-71

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 82475.734

FEB 2 - 1971
FOR FILING
7615

Salem, Oregon
December 11, 1970

Mr. David G. Talbot
State Parks Superintendent

We are unable to acquire the information center site near the Winchuck River on US101 south of Brookings. It has been decided to build the information center on the east side of the road opposite the entrance to Harris Beach State Park. — Hand Copy

In making the layout, please attempt to minimize the traffic conditions by incorporating the public road proceeding east from US101 in your traffic design considerations.

E. S. Hunter
Administrative Engineer

ESH:ajw
cc R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor Fryer

8-3345
7615

BOX 940 BROOKINGS, OREGON 97415

Dec. 2,1970

Edwards

Mr. R.L. Porter
State Highway Engr
Highway Div.
Highway Building
Salem,Ore. 97310

Dear Mr. Porter:

Thank you for your letter of Nov. 19th. We still hope, however, to get you folks to change your minds and permit use of that area north of the new bridge for our new Chamber of Commerce office and tourist information center.

I wish to confirm our response to the inquiry raised by Dot Martin about the position of the Chamber toward the proposed Information Center and Rest Area near the Winchuck River. After full discussion at a special meeting last night, the Board voted unanimously to support the Highway Division in its plans for the location of this state project at the site of the Freeman property on US 101.

Sincerely,

CS Hoffman

Charles Hoffman, Pres
Brookings-Harbor
Chamber of Commerce

12-7-70
Hwy - Hunter
Parks - Ingen
Treasy

csh/h

NOTED
TOM EDWARDS

NOTED
E S. HUNTER

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1970

Adm
Adm. Asst
Travel
Info Center

1195
856
392
7307
30
31

November 19, 1970

Mr. Charles Hoffman, President
Brookings-Harbor Chamber of Commerce
Box 940
Brookings, Oregon 97415

Dear Mr. Hoffman:

Please excuse the seemingly slow delay to your request for an information booth at the scale house site just north of the Chetco River.

The matter has been rather carefully reviewed and has been discussed with the Highway Commission. It is our opinion that an information booth operated in close connection with a scale house not only may be hazardous but would not provide the service for which it was intended.

The Commission has directed that a state information booth be constructed in connection with a roadside rest area about one mile northerly of the Winchuck River. Such a booth would be manned by State personnel and would be available as an aid to all motorists during the vacation season. It occurs to us that this will provide a safe facility and traffic interference will be at a minimum.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
E. S. Hunter
Victor B. Wolfe
Victor Fryer
C. T. Feasey
RLP:fn sr

Scale House Site &
Chamber Commerce
Info. Center Proposal
Proposed Hwy. Relocation
ANKUS PROPOSAL
st Room & Parking
City, Port, State Co-op
R13W
Yellow Rock
Bird Rock
Salmon Rock
SPORT HAVEN COUNTY PARK
BOAT BASIN
HOFFELDT LANE
EAST HOFFELDT LN
TITUS
CHESTLINE
KINGS WAY
REDWOOD
PEORIOLI
O'Loughlin
REDWOOD DRIVE
Red Point
Long Rock
AZALEA
COURT

SHEET B
83
OREGON
CURRY COUNTY
WINCHUCK
GENERAL HIGHWAY MAP
CALIFORNIA
O.S.H.D.
Trip Center site

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NOV 10 1970
FOR FILING

8-13345
7615

November 9, 1970

Mr. Charles S. Hoffman, President
Brookings-Harbor Chamber of Commerce
Box 940
Brookings, Oregon 97415

Dear Mr. Hoffman:

Since receiving your letter concerning the Chamber of Commerce Tourist Information site, I have carefully inspected the plans of the proposed Brookings project and have discussed the matter with Highway Division personnel.

The development of a joint occupancy scale house and information site does not appear to be prudent at the proposed site. It is my fear that an attempt at joint use would result in an unsafe and unsatisfactory traffic pattern and a cramped condition for both operations.

You are quite correct that the Brookings-Harbor area is one of the major doors to the state. I will ask our Regional Engineer to work closely with the Chamber of Commerce to the end that a reasonably safe and attractive site can be found for your auxiliary travel information center.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
A. E. Johnson/enc.
Lloyd P. Shaw/enc.
E. S. Hunter/enc.
Victor D. Wolfe
C. T. Keasey/enc.

TE:ja sr

Brookings - Harbor Chamber of Commerce

BOX 940 BROOKINGS, OREGON 97415

October 28, 1970

REFERRED TO Edwards FOR Same plan
R. L. PORTER

Mr. Rod Porter
State Highway Construction Engr.
Dept. of Transportation
138 State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Porter:

This letter is to further outline our proposal, as mentioned in our telephone conversation this morning, for use of the site north of the Chetco River bridge.

We met with Mr. Ed Hunter yesterday to discuss location in that area of our Tourist Information center. We believe that Mr. Hunter, who summarily rejected the plan, did not give full consideration to the service we do regarding tourism for both this area and the state, to our need of this site, and to the planning that could permit its use for an information center and also for a weigh station.

With proper designing of traffic entrance and exit, this area can serve both needs. It would require more fill toward the uphill part of the creek toward the stop sign at the North Bank Road. It would require more of a cut toward the junction with U. S. Highway 101 on the north where truck traffic would leave the weigh station. The cut could be used at the fill, plus waste rock from the bridge approach.

This would make a much more complete use of this area. The tourist information center could be built on the downhill side, nearest U. S. 101. The weigh station could be built uphill from this. With appropriate landscaping, the weigh station could be separated from the tourist information center. Traffic flow could be controlled with two entrances from the side road coming down from the north bank. Exit from the tourist information center could be back out the same route used as an entrance, onto the North Bank Road. The weigh station could have its own exit, onto U.S. 101 farther up the hill toward the north.

An attractive building for the Information Center would be a community asset and would attract more tourists than would an inconvenient site somewhere else. It can add to the service to be filled by the State Information Center near the Winchuck River.

This is one of the major "doors" to the state, and volume of tourist traffic is increasing each year. Our Chamber of Commerce tourist center does a large service for the entire state and would continue doing so, providing brochures and information for all areas of the state.

Tourism is a big business and should be encouraged--with state cooperation.

Very truly yours,

C S Hoffman

Charles Hoffman, President
Brookings-Harbor Chamber of Commerce

CH: jh

RECEIVED
OCT 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1969
FOR FILING
8-3345
7615

October 30, 1969

The Honorable Harold Young
Mayor of the City of Brookings
City Hall
Brookings, Oregon 97415

Dear Mayor Young:

Mr. Warren Gaskill, of our Parks and Recreation Division, has brought to my attention your verbal inquiries in regard to joint operation of an information center in Brookings. We received a somewhat similar request for information from Mr. Don Farmer, President of the Brookings-Harbor Chamber of Commerce, to which reply was made October 10.

As we advised Mr. Farmer, the relocation of US101 south of Brookings is being pulled into shape and right-of-way purchase will begin in the not-distant future. In connection with this project, we expect to obtain a location for an information center near the California line. The Highway Commission has always operated the port of entry information centers with State personnel and does not undertake cooperative arrangements with local government or organizations.

Your present affiliation with the certified information program is certainly encouraged; it has worked out exceedingly well throughout the state and is a distinct economic advantage to the city where it is operated.

Thank you very much for your inquiry.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
David G. Talbot
Warren Gaskill

NOTED
E. S. HUNTER

RECEIVED
OCT 23 1969

18-3345
7615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 17, 1969

SUBJECT: Brookings Information Center
Oregon Coast Highway
Curry County

To: TO THE FILES

B0

On October 17, 1969, Lloyd Shaw approved the location for a proposed tourist information center in the vicinity of Highway Station 970 and requested that the Construction Division be informed of the selection of this site.

Right of way should be secured between the old Coast Highway and the new alignment at the time of right of way acquisition.

On October 17, George Wills was given the rough development plan and informed of our potential use for this area as a tourist information center.

Larry Jacobson
Parks Planning Supervisor

LJ:aw

NOTED
LLOYD P. SHAW

475

TO CALIFORNIA

RIGHT OF WAY

970

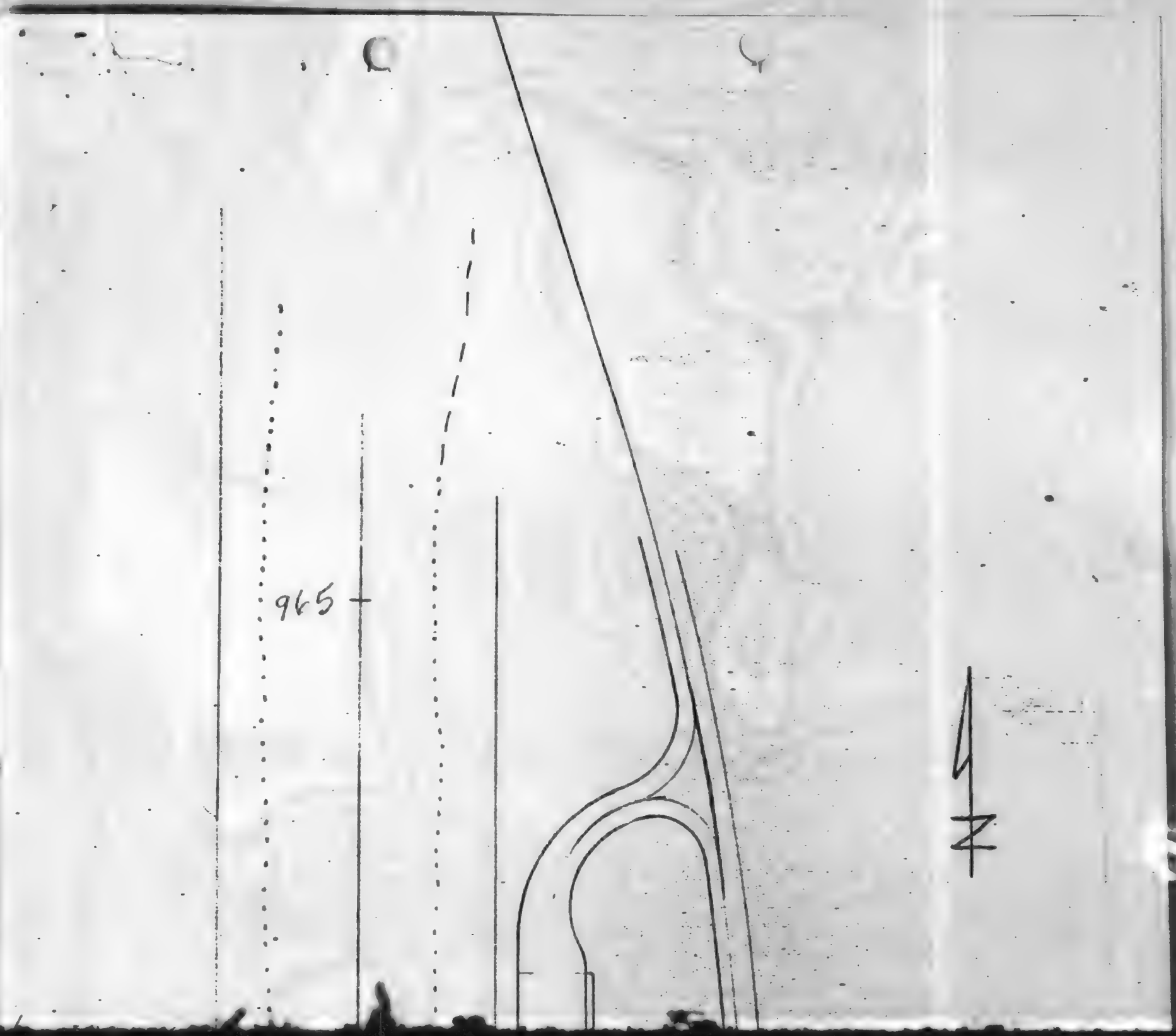
RIGHT OF WAY

INFORMATION CENTER

EXISTING COAST HIGHWAY

PARKING CAPACITY
42 CARS
10 TRAILERS

N


965

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 7, 1970
Salem, Oregon

SUBJECT: Assignment ESH 31
Location for Brookings-
Harbor Tourist Information Center

To: Mr. E. S. Hunter
Administrative Engineer

D I V I S I O N

The Brookings-Winchuck River Section proposed project will require relocation of the Brookings scale site. The existing scale sits practically on centerline.

Attached is a print taken from the plan sheets being prepared by Mr. Terpin's Final Design Unit. On it we have shaded in green the existing highway and county road connection and have indicated the existing and proposed scale locations.

R. P. Hamilton
Director of Permits

RPH:jf
Attachment

NOTED
E. S. HUNTER

RECEIVED
OCT 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GPO 82478-734

Const. 2 Type G-1 Inlets
Const. Type "G-2M" Inlet
Inst. 8" Sew. Pipe-200'
Inst. 12" Sew. Pipe-100'
Tr. Exc.

(7) Inst. 24" Sew. Pipe-225'
Tr. Exc.

(8) Sta. 789+25
Const. Manhole
Const. Type "G-1" Inlet
Inst. 8" Sew. Pipe-8'
Tr. Exc.

Inst. 8" Sew. Pipe-8'
Tr. Exc.

(11) Inst. 24" Sew. Pipe-120'
Inst. 5 Pipe Diaphrams
Tr. Exc.
For Details See Sheet 2

PROPOSED
SCALE SITE 2

EXIST. SCALE

BROOKINGS
CITY CENTER

TO CHETCO
RIVER

788+10.77 P.C.S.

786+30.00 P.S.C.

3°15' C.R.

4'x4' Box

18" Flume

12" C.M.P.

10' C.M.P.

Culv.

Bi Pert.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 2, 1970

SUBJECT: Assignment No. 30-ESH
Brookings-Harbor Chamber of Commerce

To: Mr. E. S. Hunter
Administrative Engineer
S A L E M

As indicated in r. Hoffman's letter, he and Mr. Bankus visited the Regional Office in regard to a location for an information center in Brookings. The location that they have in mind is at the junction of Highway 101 and the North Bank Chetco River Road. The enclosed map shows the state-owned land they have in mind (colored in blue). This particular location would lend itself very well for this purpose.

Following are points in favor of this location for an information center.

1. Good access. The new construction for Highway 101 (colored in brown) provides for a left turn refuge at the North Bank Road. Their access could be from the North Bank Road.

2. Traffic travelling north across the new Chetco River Bridge would have a good view of the information center. The building, therefore, should be constructed to complement the surrounding terrain.

3. The view from the information center would be very good. It would look out over the Chetco River and harbor complex.

Following are points that may distract from using this site as an information center.

1. Due to the terrain, the site development might be too expensive.

2. The new highway construction will eliminate the existing scale house. I would prefer that a new location be found for the scale house and that it not be placed at this location.

NOTED
E. S. HUNTER

SP*52478-784

3. The Parks and Recreation Dept. may have use of this property since it is just across the North Bank Chetco River Road from the Azalea State Park.

It is recommended that we advise the Brookings-Harbor Chamber of Commerce that we are basically in favor of their proposal but that before we make a final decision, we would want them to present a tentative site development plan. Also we should indicate to them on what basis they could obtain the property if we agreed with their proposal.

JOHN QUINER II
Regional Construction Engineer

JQII/cw

P.S. Ed-- Before coming to a decision on the land as to the selling price, I would like to talk to you about Elmer Bankus and past land dealings.

RECEIVED
OCT 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Brookings - Harbor Chamber of Commerce

BOX 940 BROOKINGS, OREGON 97415

September 28, 1970

Mr. Rod Porter, State Highway Engr.
Oregon State Highway Div.
Salem, Oregon

Dear Mr. Porter:

The Brookings-Harbor Chamber of Commerce is in need of a suitable site for the Tourist Information Center. The present building and space is inadequate for the volume of work now being done, and that expected in the near future.

Mr. Elmer Bankus and I recently met with Mr. John Quiner at Roseburg to discuss possible sites for the Center. Mr. Quiner suggested that our proposals be presented to you.

The best possible site within the Brookings-Harbor area is at the intersection of the Northbank Chetco River Road and U. S. Highway 101, where the weigh station is now located. This site could be easily seen by both north-bound and south-bound traffic. Easy access would be available by turning onto the Northbank road. It is located close to the geographical center of the Brookings-Harbor area. It would be a much more aesthetic use of this site. The background of natural trees and shrubs on the bank could be retained to enhance an attractive building. Perhaps the Highway Division would consider installing public rest rooms here as an added facility for travelers.

We are planning to obtain an architect's drawing of a proposed structure. When this is completed, we would like to meet with you to determine if approval can be obtained for our use of this site as an Information Center. Certainly it would be a real asset to the community as well as the state.

Your consideration of our proposal will be deeply appreciated.

Very truly,

C S Hoffman

Charles Hoffman

NOTED
C S HOFFMAN

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: John Quiner, Assistant Div. Engr.

CH:jh

LAND AND TOWN_TE COMPANY

ELMER BANKUS, Owner — BROOKINGS, OREGON

Noted Ltr. Rec'd Rec'd 9/28

September 24, 1970

Mr. Ray Wilson, Assistant
State Parks Superintendent
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Wilson:

This refers to your letter of September 18th addressed to Mr. Gene Colegrove of the Curry County Board of Commissioners, relative to the proposed development at the North jetty of the Chetco River.

I have had conversations with men of authority at the offices of the Army Engineers and they did not convey to me any concern with problems of construction and engineering that cannot be met.

Time is an important element with my development and I would like to have a more definite expression from the State as soon as possible. Would it not be possible for the State to passon this matter subject to the approval or disapproval of the Army Engineers during the September 29th meeting? This would certainly help expedite matters so that we could proceed when the Army Engineers give their answer.

Other cooperating agencies have already given their written approval to you, so your approval is the only one needed for the project to become a reality, subject of course to the reservation above mentioned.

It is absolutely necessary for me to commit myself to my purchasers as to whether this is to be a public road or a private road.

Very truly yours,

ELMER BANKUS

EB:mb
cc: Gene Colegrove
Mayor H. Young
Port Commission

a legal agreement stating exactly what each would be committed to doing - This they could be submitted to commission

P.S. Mr Bankus said he would go back to city & county to get something moving. If he couldn't he would drop project.

Orig in returned with ltr to Wilson 11-13-70

9/25 Mr Bankus called regarding this letter. I told him that we approved of the concept, but the County, city & Mr Bankus would have to submit drawing of the parking & road to USAE, after their approval, the city, county & Bankus & Hwy Div would have to work out

RECEIVED
MAR 17 1969
FOR FILE

8-3345
7615

March 17, 1969

7307

Mrs. Jerry Holcomb, Secretary
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Dear Mrs. Holcomb:

A representative of our Sign Division will contact you in Brookings relative to signing for your relocated Information Center.

The existing signs may be moved or new signs installed if necessary. A man will be in your area very soon.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. W. Ross
J. J. Gix (enc.)

GWR:Jf ja

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

.3550

Oregon's Home of Winter Flowers

March 10, 1969

Edwards

Mr. Forrest Cooper
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Forrest:

Due to the fact that the new U. S. Forestry building is presently being constructed on the site where our Tourist Information Center has been located, we anticipate moving to a new location within a week. We will be located about 6 blocks north, on Highway 101, near Western Bank. Consequently we will need appropriate signs advising motorist that they are approaching the Information Center. Could you advise us right away exactly what information the highway office requires before signs can be placed on highway 101?

We do not yet know the exact placement of signs, but will need one at the south and north entrance to Brookings and probably one about two blocks from the Center location.

Thank you very much for this information.

Sincerely,

Jerry Holcomb

Mrs. Jerry Holcomb, Secretary

Ross - RD

NOTED
G W ROSS

Copy FC

RECEIVED
MAR 12 1969
OREGON STATE
HIGHWAY COMMISSION

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Temperature Today Is:

RECEIVED
JUL 26 1968

FOR FILING

8-3345
7615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1968

SUBJECT:

To: Mr. David H. Moehring
Right of Way Engineer

Building

Brookings-Winchuck River
Section
Oregon Coast Highway
Curry County

Purchase of right of way for an Information Center on the above section has been indefinitely postponed.

L. H. Young
Office Engineer

LHY:ia

cc: Lloyd P. Shaw

RECEIVED
LLOYD P. SHAW

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
LLOYD P. SHAW

RECEIVED
OCT 9 - 1967
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1967

8-3345
7615

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: PROGRAMING
Information Center
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County

Please authorize the use of State funds for the purchase of the necessary right of way for an Information Center on the above section. This right of way has been estimated at $80,000 with relocation at $500.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CS

cc: G. E. Rohde
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1967
OFFICE ENGINEERING

cc Klaboe:
Please advise
Lby.

Note to Young 10-9-67:
Hold up indefinitely.
FBK

RECEIVED
SEP 18 1967

8-3345
7615

Salem, Oregon
August 2, 1967

Information Center Site
Brookings-California State Line

Mr. F. D. Morgan
Construction Engineer

(95)

Although Site No. 1 would be superior to others in some respects, it was rejected several weeks ago because of its requirement for highway realignment.

Please proceed with preparation of descriptions for property to be acquired at the approved site. The necessary maps, cross sections, and tentative layout plans have been in the Right of Way Description Section for some time and immediate action should be possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klabee
David G. Talbot

Attachment (Rural Design File)

(Descriptions to Right of Way, August 25)

FORM E-20 50M 10-66 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1966

SUBJECT: Tourist Information Center
California Line-Brookings
Assignment No. FBK 856

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

We find that some investigation has already been made for a visitors information center site by the Parks Division and a copy of their February 3 report and a supplemental June 24 report is attached. These reports cover four locations and the Division response describes a fifth one which has been shown as alternate No. 1 on the topog. map. Rural Design has checked further on the possibilities of this alternate No. 1 location which is about 3,000 feet north from the north end of the recent Winchuck River Section. We agree with the Division that this is the best of the five locations described. It is the area between the existing highway and the proposed A-3 line in the vicinity of Sta. 970. It would be possible to develop this site by building ab out a mile of the new alignment.

Location map and profile are attached. These are from Rural Design's files and must be returned.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Attachments

RECEIVED
JUL 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 3 1967

Form 8-10-3067

FORM

8-3315

7615

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Wells in Vicinity of Proposed Information Center
2.8 miles South of Brookings, 2.5 miles north of border

From Engineer's Office. 7/28/67

Sec	Depth	GPM	Drawdown	Casing				
SW NW 15	30'	4	22'	6"	sand & gravel			
15	50'	8	—	6"	water in 20'-30' zone.			
15	40'	75	40'	8"	sand & gravel			
NW NW 15	44'	100	10'	12"	"	"		
15	39'	50	21'	8"	"	"		
NE 10	59'	4	50'	6"				

From bulb grower's test holes water in this area 8' below ground surface in winter, 20'-25' below ground surface in summer. Location South of town of Harbour.

Typical well in rock produce approx. 3 GPM

NOTED
LLOYD R. SHAW

RECEIVED
MAR 28 1967
FOR FILING

FORM E-90R—80M—7-66

SP*23667-734

8-3345
7615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1967

SUBJECT: Brookings-Winchuck River
Oregon Coast Highway
Curry County
Proposed Information Center

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The initial concept of an information center at approximate Station 935 has been abandoned because of the complication involved in designing it so it could be used from the existing road until the proposed route is constructed. The attached drawing shows a proposed information center-rest area at approximate Stations 900 to 907. The advantage of this area is that it can function from the existing highway initially and then be made to serve the new highway with only minor adjustments.

Please furnish adequate coverage of cross sections or contours, tie in all topog, etc. in this area so the design for this layout may be completed in this office.

In reviewing the deed photostats we now have, we find we need the following:

1. If tax lots 1801 and 1802 have different owners than tax lot 1800, then we need deed photostats for them.

2. Deed Volume 52, Page 50 (Ref. Vol. 58, Page 675).

3. Deed Volume 62, Page 242.

NOTED
F. B. KLABOE

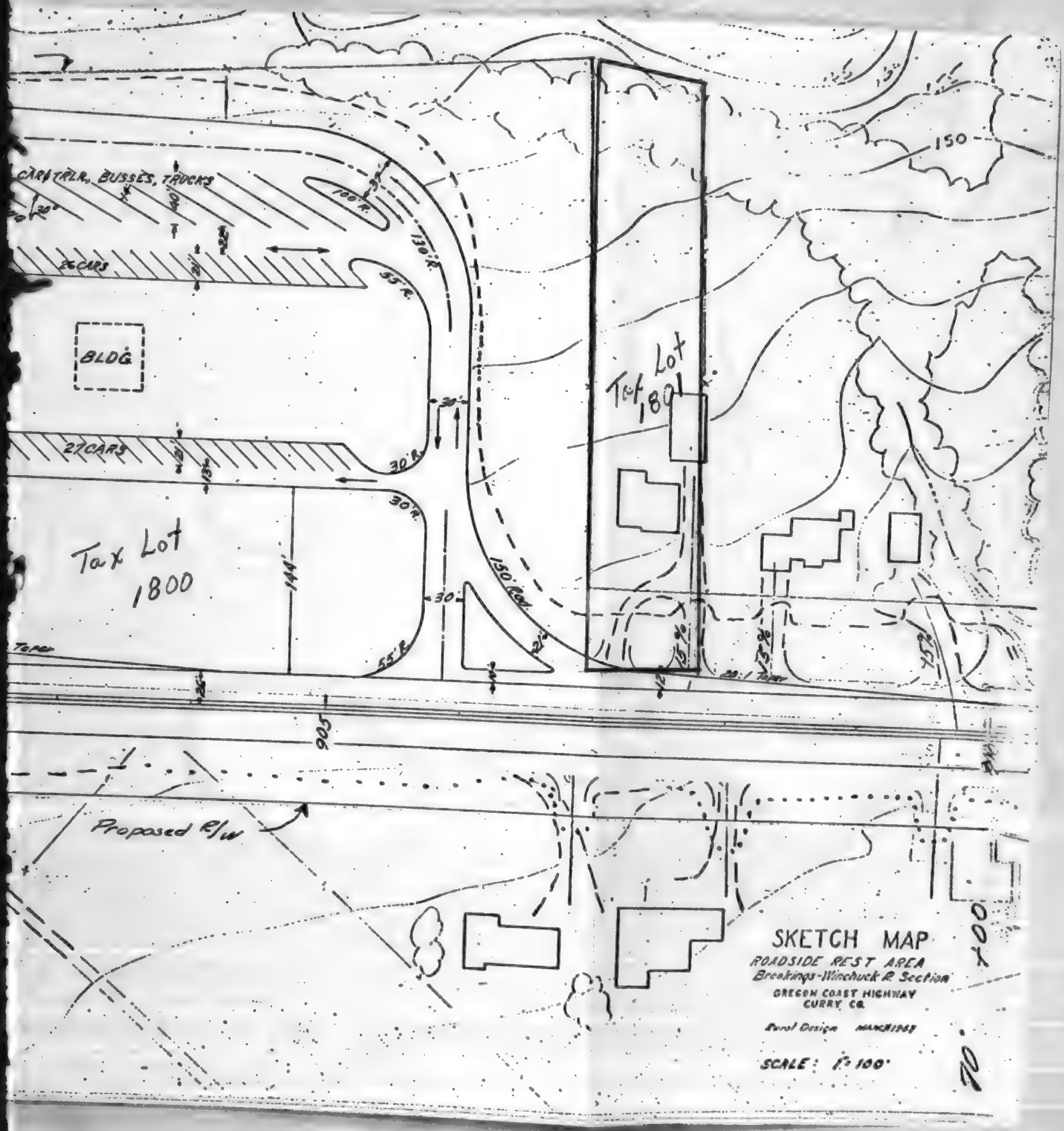
Attached you will find a sketch of this proposed installation and a copy of the assessors plat.

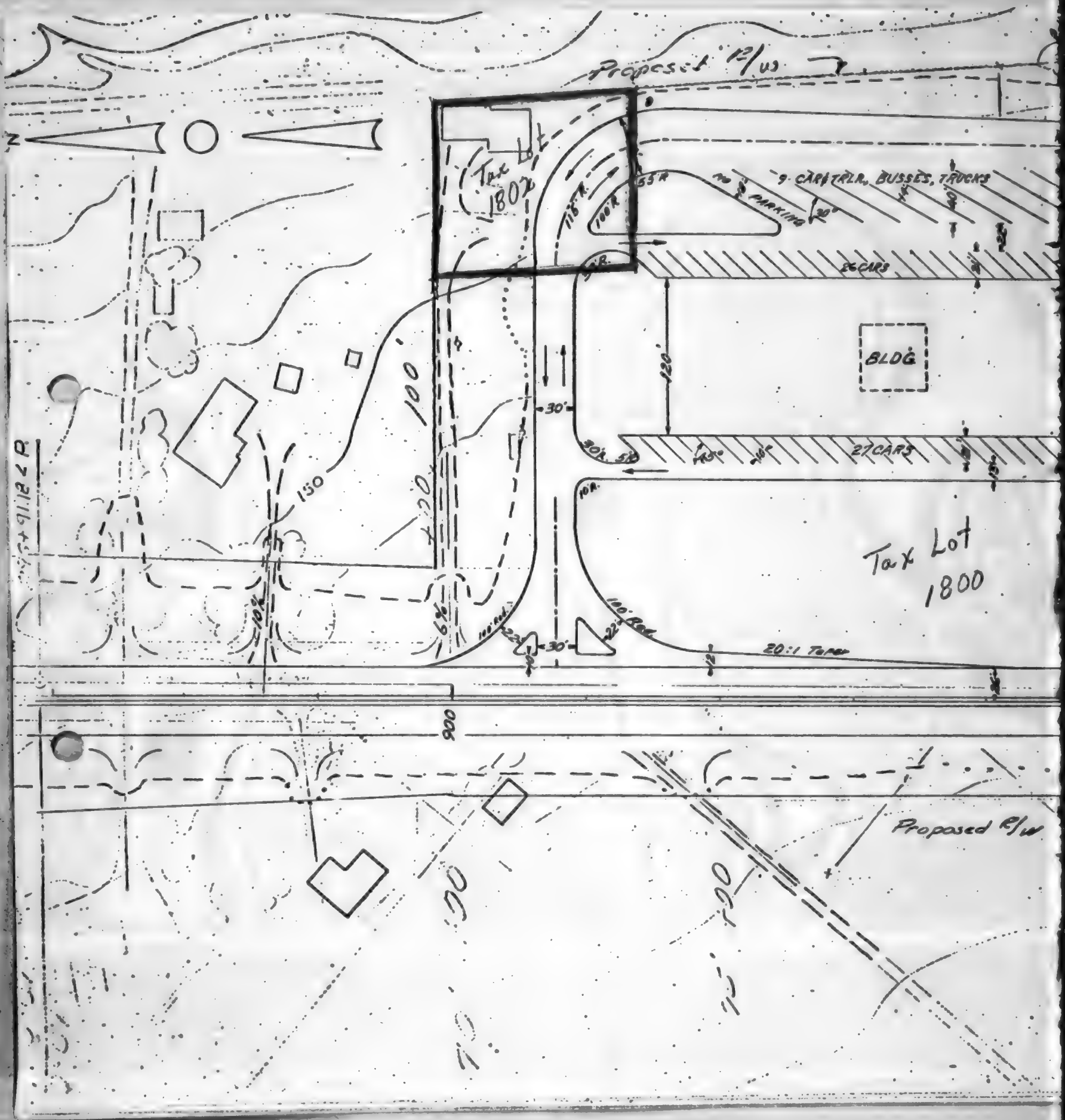
F. D. Morgan
Construction Engineer

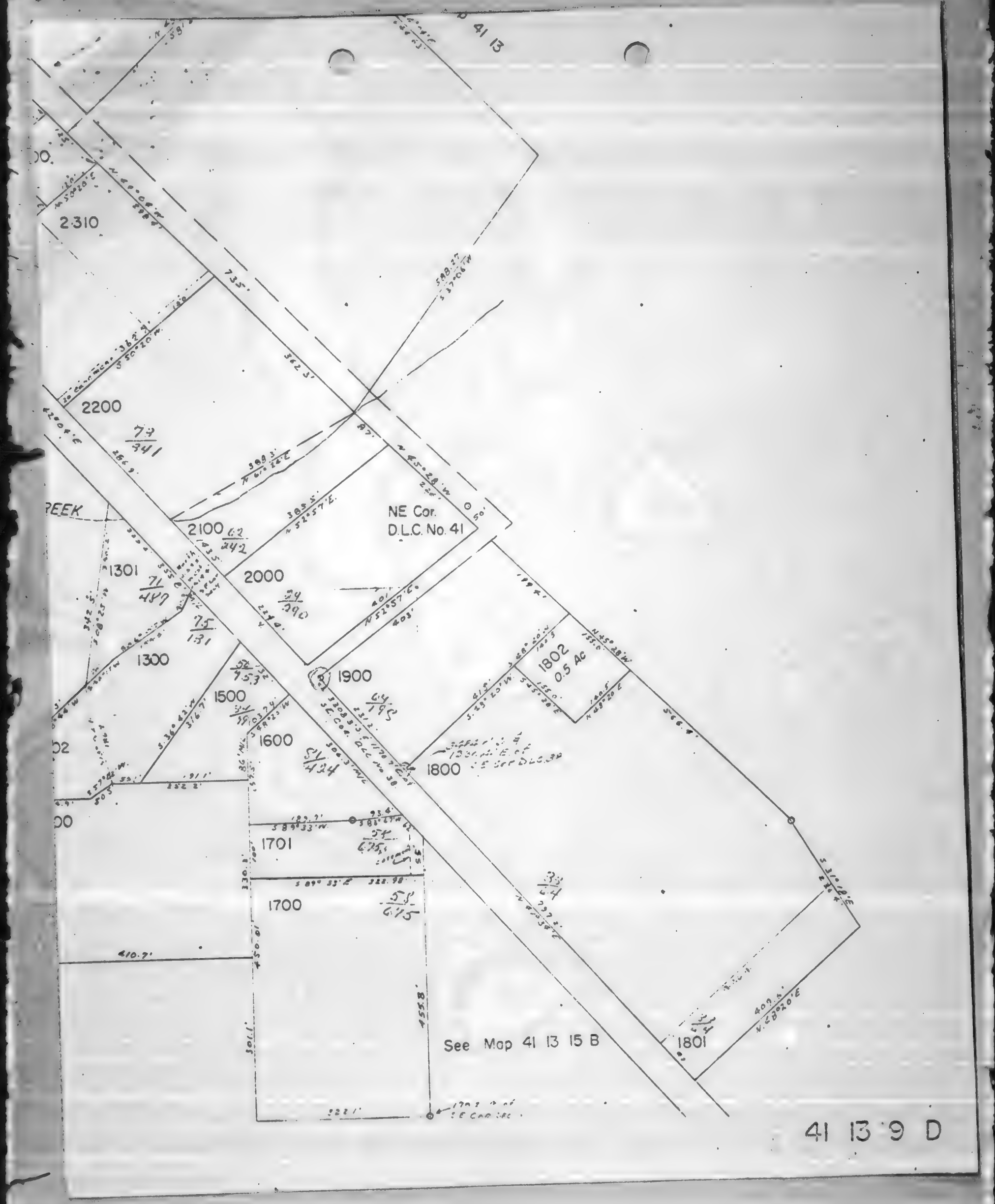
By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Attach.
cc F. B. Klaboe
L. P. Shaw

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER


CARS TRLR. BUSSES, TRUCKS
20°
100 R.
130' R.
55' R.
27 CARS
BLDG.
30' R.
Tax Lot 1800
144'
30'
150' Rad.
55' R.
Tax Lot 1801
150
905'
Proposed R/W
100'
SKETCH MAP
ROADSIDE REST AREA
Brookings-Winchuck R. Section
OREGON COAST HIGHWAY
CURRY CO.
Road Design MARCH 1949
SCALE: 1" = 100'


Proposed 12/W
Tax Lot
1802
65'R
115'R
100'R
NO PARKING
9 CARS/TRLR, BUSSES, TRUCKS
30°
E CARS
BLDG
120'
100'
30'
20' SW
27 CARS
10'R
Tax Lot
1800
100' Rad
20:1 Taper
150
10%
6%
100' Rad
30'
900
Proposed R/W


41 13
2310
2200
2100
2000
1900
1802
0.5 Ac
1301
1300
1500
1600
1701
1700
1800
1801
NE Cor.
D.L.C. No. 41
See Map 41 13 15 B
41 13 9 D

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FOR FILING

8-3345
7615

Salem, Oregon
March 14, 1967

Proposed Rest Area
South of Brookings

Mr. F. D. Morgan
Construction Engineer

Attention: Donald Trout

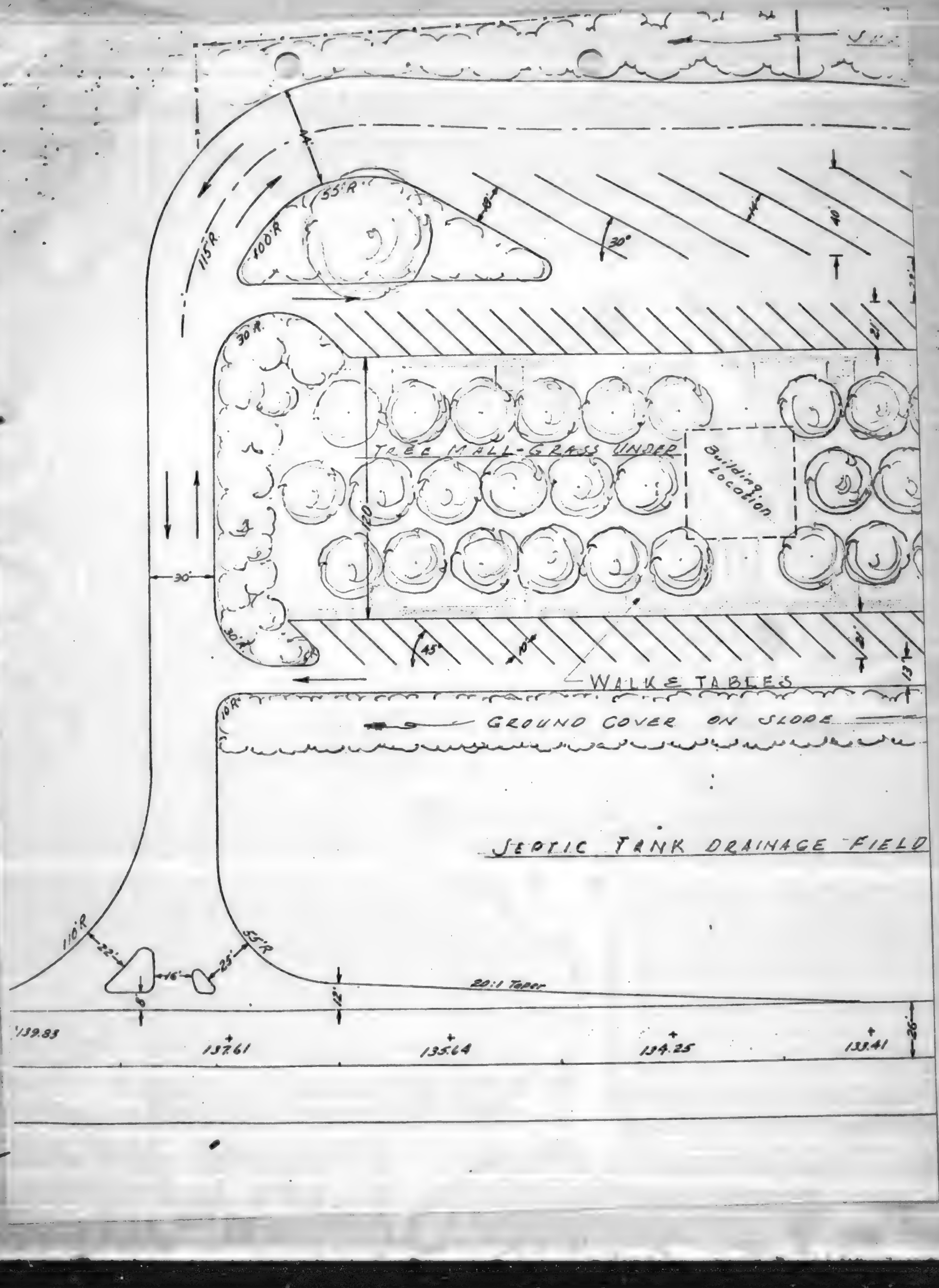
The attached sketch of a proposed roadside rest area development south of Brookings has been embellished by Mr. Astrup's Landscape Section, showing approximately what could be done with the area as defined by presently considered limits.

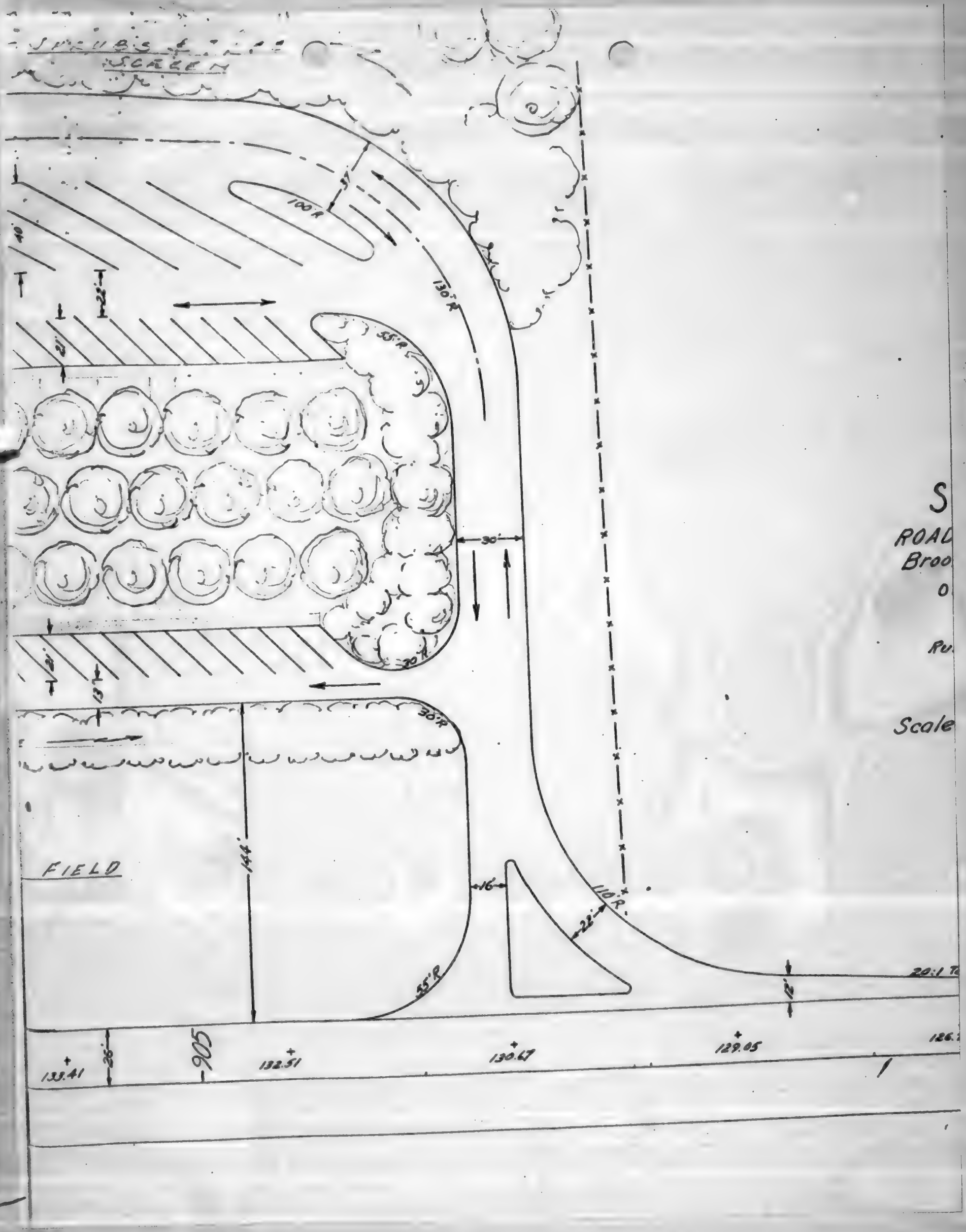
Please determine the right-of-way limits necessary for the plans shown and with an expansion of radius on the two curves, now designated as 110-foot radius, to the maximum limit permitted by the first roadway which parallels the highway. This probably would not exceed 130 or 140 feet on the southerly end.

If the information is available, designate the position of the two dwellings which now abut the rest area proposal.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter
P. B. Klabee


115'R
100'R
55'R
30'
30'R.
TREE MALL-GRASS UNDER
Building Location
120'
30'
45°
10'
WALK & TABLES
10'R.
GROUND COVER ON SLOPE
SEPTIC TANK DRAINAGE FIELD
110'R
22'
16'
25'
55'R
6'
12'
20:1 Taper
139.83
137.61
135.64
134.25
133.41
26'


SCALE
100'R
130'R
55'R
30'R
30'
144'
FIELD
905
16
110'R.
22'
55'R
12'
20:1 To
133.41
132.51
130.67
129.05
126.
ROAD
Broo
Ru
Scale

SKETCH MAP

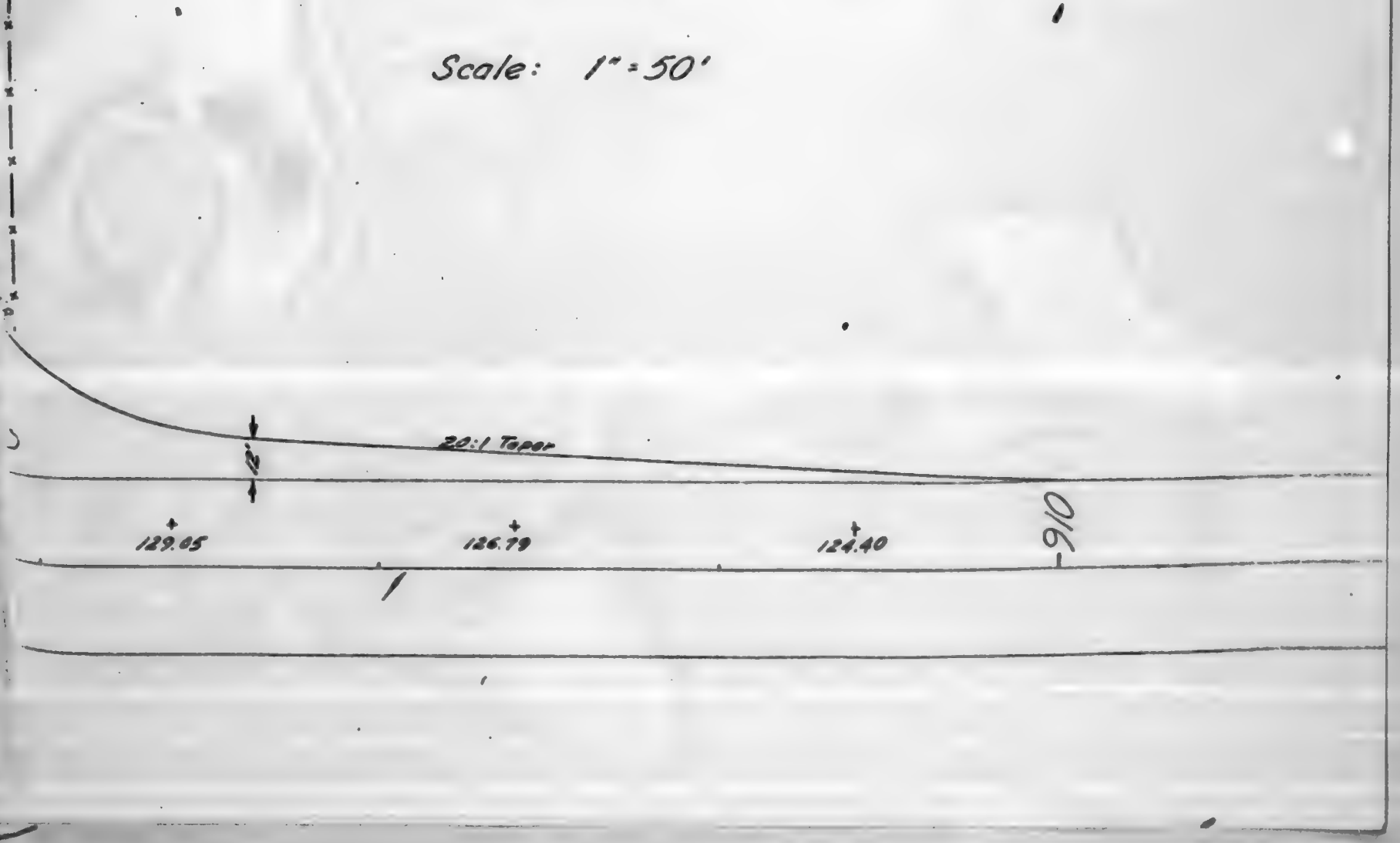
ROADSIDE REST AREA

Brookings-Winchuck R. Section

OREGON COAST HIGHWAY
CURRY CO.

Rural Design 1967

Scale: 1" = 50'



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7615

SP*23687-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1967

SUBJECT: Proposed Land Acquisition
Brookings Information Center
Curry County

To:
Mr. Floyd Scott
Right of Way Description Engineer
B U I L D I N G

We wish to cancel the request for additional right of way in connection with the Brookings Information Center as requested in Mr. A. J. Kissel's letter to you of February 1, 1967.

It is our understanding that a different location for the center is to be selected.

L. V. Koons, Deputy
State Parks Superintendent

LVK:jrb

cc: A. J. Kissel

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Salem, Oregon
February 9, 1967

Mr. F. D. Morgan
Construction Engineer

Brookings Information Center
Oregon Coast Highway
Curry County

Please refer to my letter of February 7 in regard to an information center south of Brookings.

Further discussion has cast doubt on the reconstruction of the present highway within a period of years which would permit installation of an information center at the location indicated. To the end that a site be chosen which could operate satisfactorily for either the present or proposed future alignment, I am asking that you investigate the cost of entrance and exit ramps which would center at about Station 903, Oregon Coast Highway revised alignment. The ramps should be spaced in a manner to permit at least 700 feet of parking space, a building site, et cetera, where the information center and rest room buildings would be constructed.

If the location at Station 903 appears practical, will you please also lay out the required right of way limits to permit the installation in the near future, that is, before reconstruction of the highway to a new grade line or alignment.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
David G. Talbot
Dennis Clarke

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FEB 8 - 1967

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Salem, Oregon
February 7, 1967

Mr. David G. Talbot
State Parks Superintendent

Brookings Information Center
Oregon Coast Highway
Curry County

It has been determined that the site proposed for the information center south of Brookings cannot be activated satisfactorily unless improvement of the Oregon Coast Highway between Stations 920 and 950 is completed concurrently or in advance of the information center development.

This is the only site we have found which appears to be satisfactory and additional right of way, as worked up by the Parks Planning Section, between Stations 940 and 950 is to be prepared at the time descriptions are written for a revised alignment between Stations 920 and 950. As of this writing, the realignment through this section has not been definitely established, nor have hearings been held or other requirements met.

Please see that development of this site is not overlooked if and when construction can be undertaken on the highway relocation.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Morgan
Dennis Clarke

RECEIVED
FEB 3 - 1967

SP*23657-734

FOR FILING

8-3345
7615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1967

SUBJECT: Proposed Land Acquisition
Brookings Information Center
Brookings-Winchuck River Sect.
Oregon Coast Highway

To:
Floyd O. Scott
R/W Description Engineer
Building

Concerning above subject matter, it is the understanding of the Parks Division that descriptions will be written by your office, for additional R/W necessary on enclosed map C6-41.

Since our proposed Information Center will not be initiated until your highway construction relocation begins, acquisition procedure may be combined with your normal channels regarding this section.

We have in our files some deeds and assessor maps covering an area between sta. 940+00 thru sta. 950+00. If you have any need for this information, please let us know.

A. J. Kissel
Engineering Specialist

AJK:sw
Encl. Map
cc: L. V. Koons

RECEIVED
DEC 13 1966
FOR FILING
1-3345
7615

Salem, Oregon
October 6, 1966

Mr. David G. Talbot
State Parks Superintendent

Visitor Information Center
Oregon Coast Highway
Curry County

In a study made in June of this year, a proposal for establishment of an information center near Station 937 was contained in a report made by Mr. Jacobson.

It now appears that the realignment of the Oregon Coast Highway at this point is as firm as can be established well in advance of construction plans. For this reason, we should continue at once to negotiate for purchase of adequate lands in this area.

It would be well to consider the right-of-way needs for the relocation of the highway and if expedient to do so, pick up those areas in the initial negotiations. The sketch map included in the June 21, 1966 report will give you basic data from which to establish the property limits for acquisition.

This should be accomplished within the present budget year if possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter

NOTE

NOTED
D. TALBOT

VISITOR INFORMATION CENTER - OREGON COAST HIGHWAY

Brookings to Oregon-California Line - Curry County

Upon receipt of a preliminary alignment proposal for the Oregon Coast Highway from Brookings to the Winchuck River Section, further study was given to sites which were considered as having potential for a tourist information center. The following information is in supplement to a report of February 3, 1966.

Site #1

Relocating the highway to the west at this site makes it possible to utilize the old highway as ingress and egress routes to the information center for the northbound traffic. The point where the ingress lane would leave the new alignment is about 100 feet north of the crest of a vertical curve. There would be a distance of about 200 feet from the time the building was visually sighted until the turn into the ingress lane must be made. Advanced warning signs would have to be relied upon to prepare the visitor for entry into the site.

The new alignment would be about two feet lower elevation than the existing highway, which would improve the view of the surrounding seascape from a building at about the same elevation. Fill would be needed to build up level with the roadway for car parking, building site, and possibly adjacent areas for limited picnic facilities if desired.

Site #2

At this site, the proposed highway would follow the same horizontal alignment as the old one, with the additional lanes located on the west side of the present ones. Vertical alignment would be improved and the site would be more readily visible to the inbound visitor. Access into and out of the site could be complicated by residential access roads on either end.

The building site would be from 10 to 15 feet above the proposed highway, depending on its exact location. The site slopes to the west and southwest at a uniform slope of about 6%. Both land acquisition and development costs would

probably be somewhat higher in comparison with Site #1.

Site #3

The proposed highway follows the same alignment as the old one. Additional lanes would be built to the west. Vertical alignment would be leveled, making the site more visible to the approaching visitor. Here again, access into and out of the site could be complicated by access roads to residences adjacent on both sides to the site.

The site slopes uniformly towards the highway. The building would be somewhat higher than the roadway, but not sufficient to greatly improve the view over the highway towards the ocean. Land acquisition costs would be comparable to Site #2. Development would cost slightly less than Site #2, because of more level topography, but would still be higher than Site #1.

Site #4

The proposed highway alignment follows the existing route, with additional lanes located on the west side of the present highway. The vertical alignment would be lowered about four feet. Visibility of the site to the highway traveler would be quite poor. At the points of connection between the proposed highway and the ingress and egress lanes, there would be a four-foot cut. The junction of Pedrioli Road with the highway is located at the southerly end of the site. Hazardous conditions could arise if access to an information center were to be developed in the vicinity of the Pedrioli Road junction.

SUMMARY

Of the four sites considered as having potential for a tourist information center, Site #1 offers more advantages for development than the others. The ingress and egress roads are already built. With minor filling and road work, parking for cars and parallel parking for trailer units and buses is easily developed. The views from this site are more encompassing and uninterrupted than from the other sites. Potential traffic hazards are fewer, and there are no immediate adjacent

private residences that would be in conflict with an information center. The primary undesirable feature of this site is that it is not visible to the traveler long enough prior to reaching the access road into it. Advanced warning signs would have to be relied upon to prepare the traveler to be ready to turn onto the access road.

Attached is a sketch showing a possible plan for the development of parking and building location at Site #1. Additional fill would be desirable on each side of the building for the development of limited picnic facilities.

Larry Jacobson
Landscape Architect

6/24/66

VISITOR INFORMATION CENTER - OREGON COAST HIGHWAY

Brookings to Oregon-California Line - Curry County

On February 3, 1966, Richard McCosh and Larry Jacobson met with John Quiner, District III Assistant Engineer, to examine potential visitor information center sites between Brookings and the Oregon-California boundary along the Coast Highway. Four sites were located which could possibly be utilized, dependent upon the highway relocation alignment. Following is an appraisal of each site with accompanying photographs.

Site #1

This site is 2½ miles north of the Oregon-California boundary. It lies in the SE¼, NW¼, Sec. 15, T. 41S, R. 13W.

The site is west of the existing highway. Presently, the area has been filled up level with the highway, and it looks like a commercial building will probably be constructed on it in the near future.

The view from the site is primarily to the south, with distant views of Crescent City, Point St. George, and offshore rocks, including the Pelican Bay Lighthouse. The area between the site and the ocean is presently being farmed, but in due time it will probably all be residential.

In order to utilize this site, the highway would have to be relocated to the west of the existing highway. This would not only straighten out the alignment, but would leave the old highway as an approach road to the information center from the relocation. A desirable feature of this location is the fact that the site is readily visible to traffic approaching from the south. Advance warning signs would not have to be relied upon entirely to inform the public of the fact that an information center was there.

Site #2

This site is 3/10 of a mile north of Site #1. It is located in the NW¼, NW¼, Section 15, T. 41S., R. 13W. The site is on the east side of the highway, and lies on a small hill about three feet above the highway grade.

The view to the west includes farm lands and lily fields, with the ocean in the background. The area adjacent to the site on the west has power poles and some residences on it. If more building was done directly across from the site, the views to the west would be blocked. The area is bordered on both the north and south with houses and other buildings.

Although the site is readily visible from southbound traffic, northbound traffic cannot see the site until they are almost beyond it. Advance warning signs would have to be relied upon almost completely to direct people into it.

Site #3

Site #3 is about 3/10 of a mile north of Site #2. It is located in the SW¼, SW¼, Sec. 10, T. 41S, R. 13 W. This site lies on the east side of the highway and is on about the same elevation. The view to the west is somewhat obscured by houses in the foreground. Due to the elevation of the site, the view would be interrupted by passing highway traffic if this site were to be utilized. Once again, the site is bordered on the north and south by houses and outbuildings. Depending somewhat on the vertical aligrment of a new highway, it is possible that the area would be visible to northbound traffic before it was by-passed.

Site #4

This site is about 6/10 of a mile north of Site #3. It is in the SW¼, NE¼, Section 9, T. 41S, R. 13W. The ocean is visible in the background, but the view is interrupted by power poles and some residential development to the southwest. The land immediately to the west is presently used for agricultural purposes.

The site is on a rolling hill and at almost the same elevation as the highway. It is bordered on the north by a residence and a big barn and house on the east. When approached from the south, the site lies just over the crown of the hill and would not be readily visible. To further complicate the access to the site, is the intersection of Pedrioli Road with the Coast Highway at this point and the fact that the vertical alignment would be lowered, possibly up to ten feet.

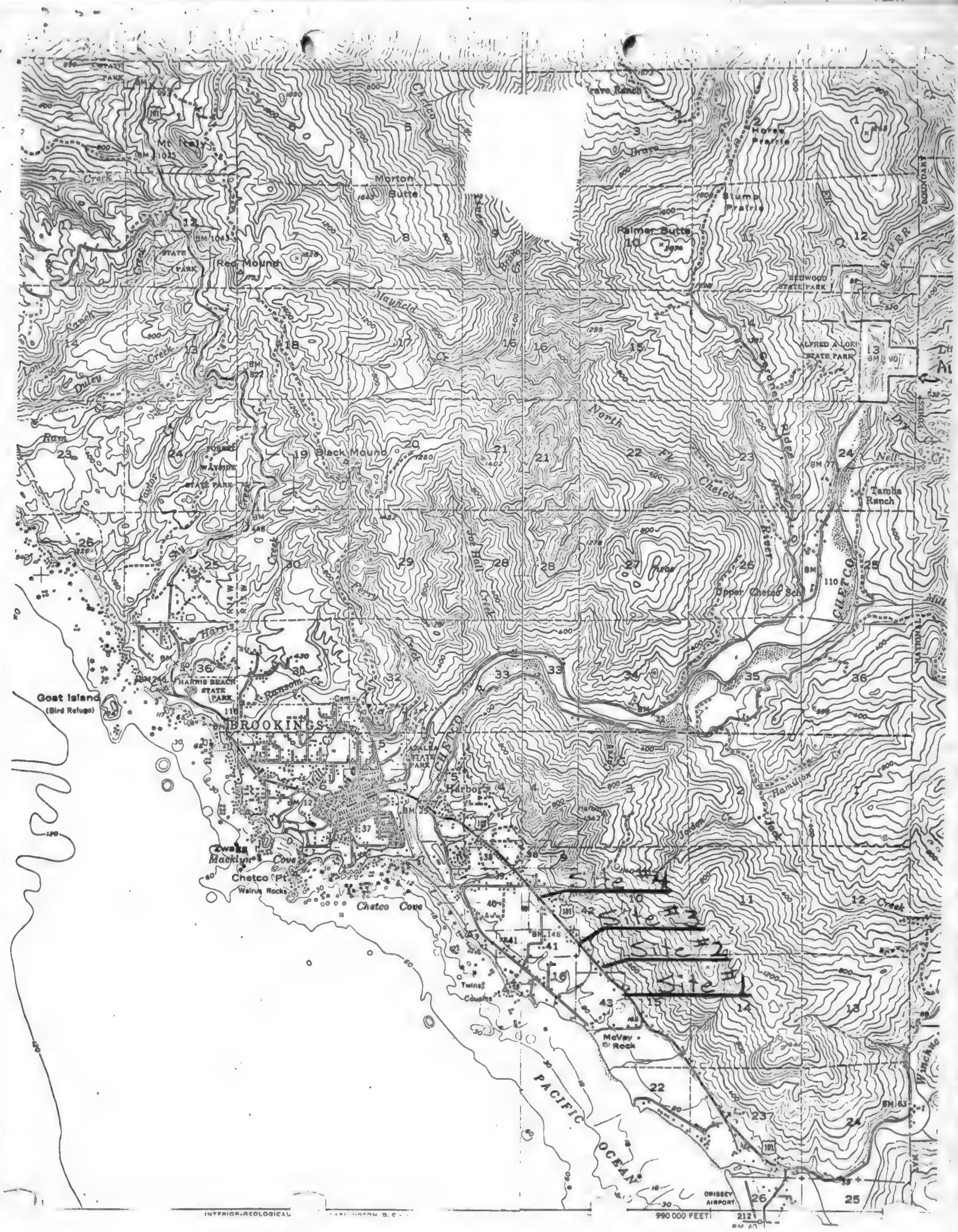
Summary

The most important criteria for site selection should be whether or not it is readily visible to the highway traveler approaching from the south. Primarily, the function of the information center is to dispense information to incoming visitors, and they are more likely to stop if the center is visible to them soon enough to allow a turn into the site. Advance warning signs could partially direct visitors into the center, but not as effectively as if the center were readily visible to them. From this standpoint, Site #1 is the better site of the four which were looked at.

The views from the site should not be the determining factor as to the location for the information center. In all probability, it will not be too long before the area between Harbor and the Winchuck River will all be residential west of the highway, and the view would be lost. However, the view from Site #1 is more encompassing than the views from the other sites.

The water supply for the sites considered would be dependent upon wells. Power is readily available at all sites.

Before a definite site selection could be made, more information is needed as to the proposed highway alignment, right of way width, and which side of the highway would be utilized for future expansion to four lanes of traffic. In addition, there should be some estimate regarding acquisition costs and the availability of the site.


Morton Butte
Palmer Butte
Red Mound
Black Mound
Mt Reuly
Horse Prairie
Stump Prairie
Mayfield Cr
Taylor Creek
Ram Creek
Lone Ranch Creek
Hall Creek
Ferry Creek
Robinson Cem
Tamba Ranch
Upper Chetco Sch
Goat Island
(Bird Refuge)
BROOKINGS
Harbor
Zwaka
Macklyn's Cove
Chetco Pt
Walrus Rocks
Chetco Cove
Twins
Couples
McVay Rock
PACIFIC OCEAN
Hamilton Creek
Winchuck
CRESCENT CITY
CRISSEY AIRPORT
Site #4
Site #3
Site #2
Site #1
CHETCO RIVER
North Fk Chetco River
Redwood State Park
Alfred A. Loeb State Park
Harris Beach State Park
Azalea State Park
Wayside State Park
990 000 FEET

RECEIVED
MAR 2 - 1966

FORM S-30X—00M—1-66 SP*6416-784

FOR FILING
8-3345
7615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1966

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer

Attention: J. E. Morelock

Pursuant to our conversation February 28, I am sending you a report recently made on the highway south of Brookings with the object of establishing a site for an information center. At an earlier time, we have discussed two other possibilities, one near the river at Brookings and the other, inside the city limits.

The four additional sites investigated and reported on lie south of Brookings and are scattered at approximately 3/4 of a mile intervals midway between Brookings and the Winchuck River. You will see upon investigation of the data that they are all dependent in some measure upon future location of the highway.

Since the matter of establishment of the information center is of considerable urgency, I would appreciate the best possible evaluation of change in alignment both vertically and horizontally which might be anticipated and, if possible, some time schedule.

The material contained in the report is the original and I would appreciate its being returned when you have completed your study.

ORIGINAL SIGNED
LLOYD P. SHAW

NOTED
F.B. KLABOE

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment
LPS:ajw
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot

INTERIOR
DEC 16 1965
FOR FILING
8-3345
7615

December 16, 1965

Mr. Richard C. O'Holleran, President
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Dear Mr. O'Holleran:

This acknowledges your letter of December 8 in which you very graciously extend the assistance of the Chamber of Commerce and the City of Brookings in the matter of acquiring land for a State-operated information center.

There are many things to consider in the operation of one of these centers, and at this time, we have not completed our investigation of the Brookings area. As you probably know, at an earlier date we had regarded with favor a site near the Chetco River but found upon further investigation that the traffic situation would be a hazardous one, and the site was unacceptable for that reason.

I am not certain that our proposed operating pattern has been made entirely clear to your people and it will be well to be completely in accord in this matter before any final decision is made as to the site. It is our thinking that these information centers will be staffed by State personnel, who would welcome assistance from properly trained local people. If this assistance is available, it may be possible to extend the operating hours of the centers beyond that which would be otherwise standard practice.

It will not be possible to combine the operation of a local chamber of commerce and that of the State information center. It is our feeling, persons interested in obtaining more extensive local information can be directed from our centers to the local chambers of commerce who maintain similar facilities. We hope that in this manner we will be able to increase the usefulness of the local chambers and provide a service at State level as well.

Returning to the matter of a site for the Brookings area information center, as promptly as possible, we will have a traffic analysis made and other features of the Fifth Street site investigated. In the meantime, if you will bear with us, we will advise you later of our findings and any decision which is made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot

FORM E-20 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1965

SUBJECT: Tourist Information Center
for Brookings-Harbor Area

To: Mr. Lloyd P. Shaw
Assistant Highway Engineer
DEPARTMENT

On December 1, 1965, Larry Jacobson and I met with the Brookings Chamber of Commerce regarding a potential tourist information building site located at the long parking area island just north of U. S. Highway 101 at Fifth Street. This land is owned by the city of Brookings and appears to have many advantages for both the city and state in serving the tourists entering Oregon on U. S. Highway 101.

In attendance were Richard O'Holleran, president of the Brookings Chamber; Dale Martin, Ray Nidiffer, and Norm Oberst, Chamber members; and Ben Franklin, City Councilman.

Discussions revealed that all those present agreed that this site would meet with local approval and also that it affords the most convenient public access, ample parking space, traffic safety, and lowest cost of construction of sites which are available at Brookings. Mr. Franklin said that the City owned the property and he felt sure that the City Council would be willing to make the land available if the state should decide to construct a tourist information building there.

We agreed that the next step was for Mr. O'Holleran to write a letter to the State Highway Department indicating the desires of the Brookings Chamber of Commerce regarding this site. If the Highway Department then decides to obtain or lease this land from the City and construct a tourist information building on that site, the state would make a written application to the City Council regarding the project. Any other contacts regarding the project were to be handled through Mr. O'Holleran and yourself.

A detailed aerial photograph at a scale of 1"=100' and other information regarding this site are available in the Parks Planning office.

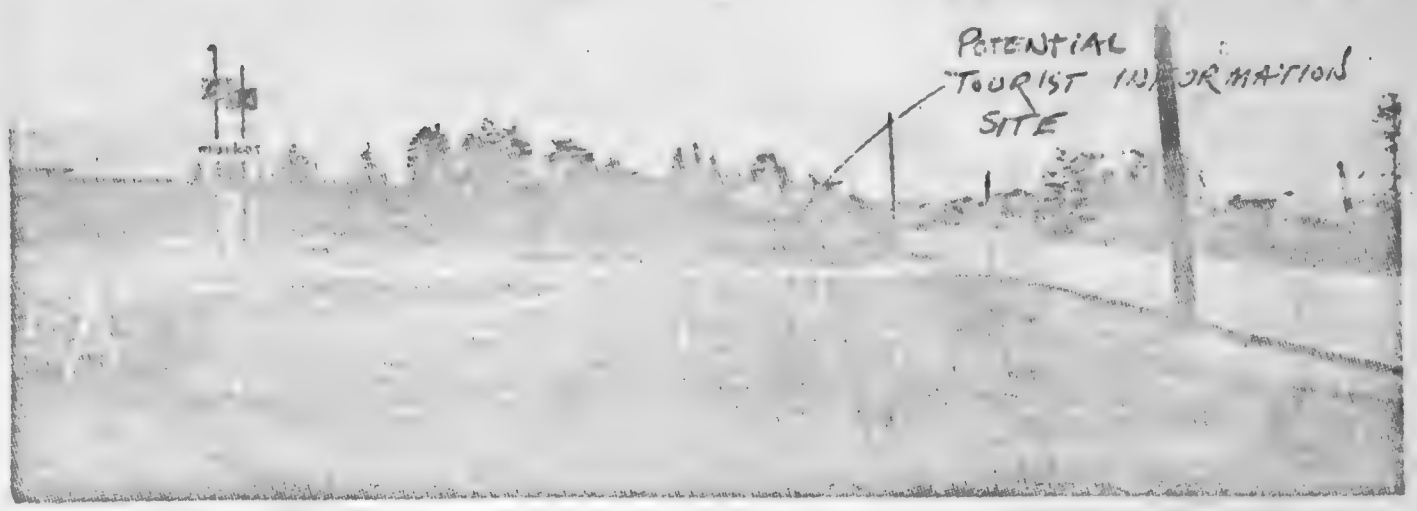
Richard I. McCosh
Parks Planning Supervisor

NOTED
LLOYD P. SHAW

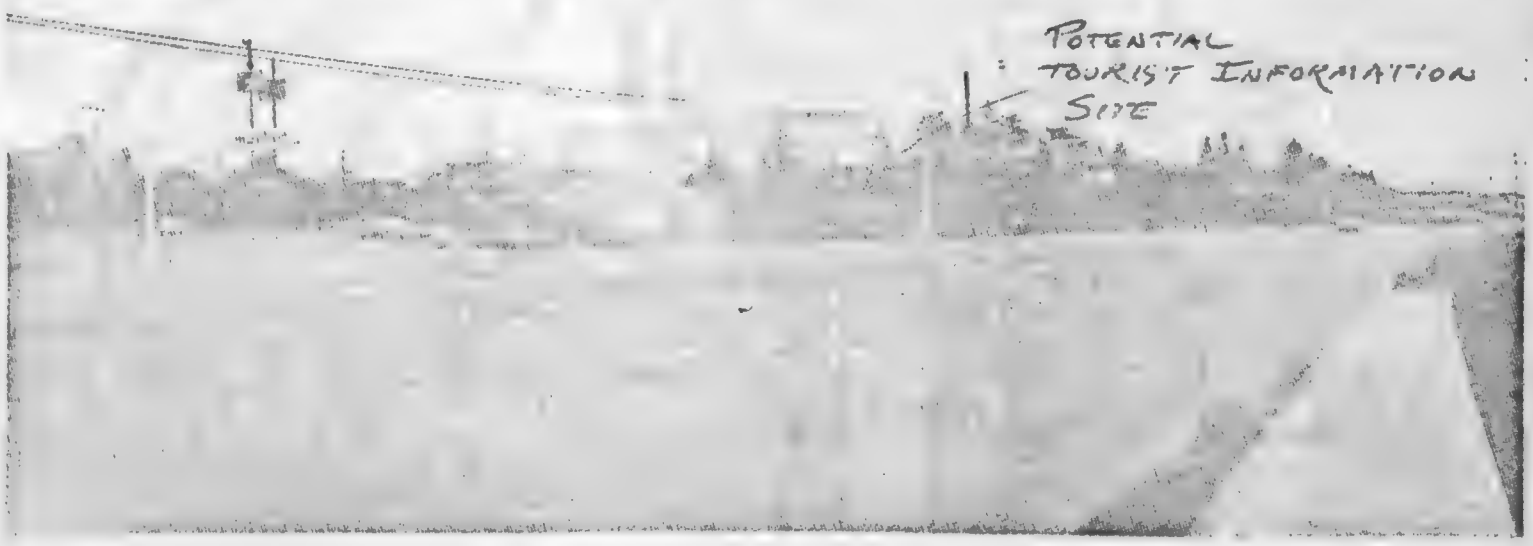
RECEIVED
DEC 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RIM:aw
cc: David G. Talbot

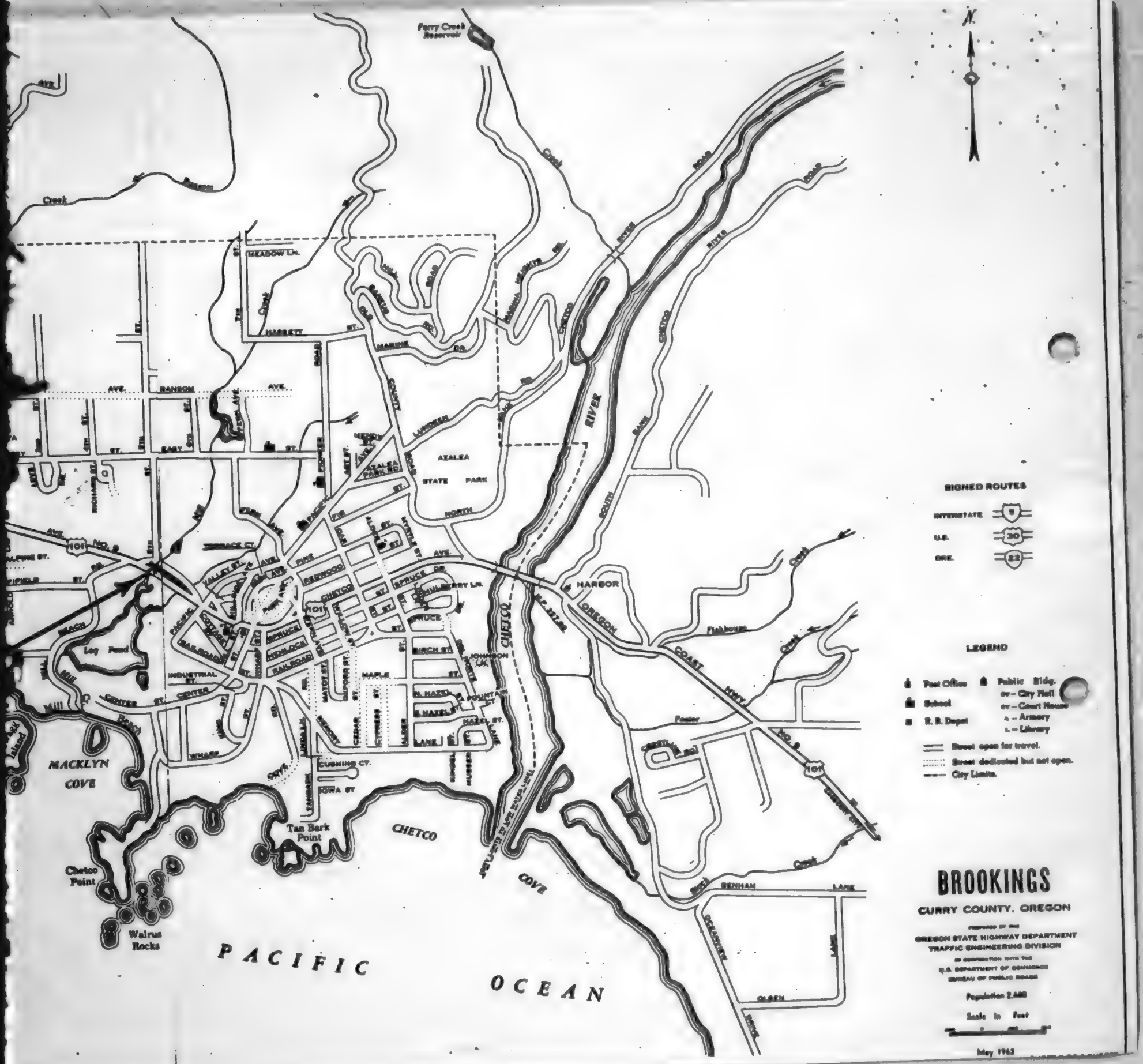
POTENTIAL TOURIST INFORMATION BUILDING SITE
U. S. Highway 101 - Brookings, Oregon
City of Brookings Property at Fifth Street



Looking east at city-owned islands which adjoin the north side of U. S. Highway 101.



Looking northeast showing the extent of visibility of the site as seen from U. S. 101.


Ferry Creek Reservoir
Creek
HEADOW LN.
HARBETT ST.
MARINE DR.
CHETCO RIVER ROAD
AZALEA PARK RD.
AZALEA STATE PARK
NORTH
SOUTH
PARK
HARBOR
OREGON COAST HWY.
Fishhouse Creek
Foster
BENHAM LANE
OCEANVIEW LANE
GLEN DRIVE
Beach
Log Pond
INDUSTRIAL ST.
CENTER ST.
MACKLYN COVE
Island
WHARF
CUSHING CT.
IOWA ST.
Tan Bark Point
CHETCO COVE
Chetco Point
Walrus Rocks
PACIFIC OCEAN
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
cr – City Hall
cr – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open.
City Limits.
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 2,660
Scale in Feet
May 1962

HEIGHTS ROAD
HARRIS
M.P. 222.22
BEACH
STATE PARK
COAST
PARKVIEW DR.
DODGE
AVE.
Creek
PARK CT.
MEADOW LN.
RANSOM AVE.
MARVISTA
EARL ST.
CENTRO AVE.
MOORE ST.
ALPINE ST.
HUB ST.
FIELD ST.
GOLF LN.
Log Pond
INDUSTRIAL ST.
CENTER ST.
WHARF
TERRACE CT.
PACIFIC
OCEAN
Arch Rock
Fountain Rock
Zwaan Island
MACKLYN COVE
Tan Bark Point
Cleeco Point
Walrus Rocks
POTENTIAL
TOURIST INFORMATION SITE

POSSIBLE FUTURE SITE
CITY HALL

FUTURE BANK SITE

PARKING
9 - CARS

PARALLEL PARKING

U S HIGHWAY 101

P.C.

STA 74+19.67

NORTH
C & K
MARKET
FIFTH ST.
POSSIBLE FUTURE SITE
CITY HALL
FUTURE BAN
PARKING
9 - CARS
POTENTIAL SITE FOR
INFORMATION BUILDING
U S HIGHWA
P.S.C. 737+03.00

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

Oregon's Home of Winter Flowers

December 8, 1965

Lloyd P. Shaw, Ass't State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Shaw,

Last week several directors of the Brookings-Harbor Chamber of Commerce and I met with Mr. McCosh and Mr. Jacobson to discuss the proposed State Information and Chamber of Commerce Building.

We were in complete agreement that the land owned by the City of Brookings on Highway 101 near the C & K Market would be an ideal location.

Mr. Ben Franklin of the Brookings City Council stated that he would appreciate it if you will write a letter to the City of Brookings requesting that the land be deeded to the State for a State Information Center. The legal description is as follows:

"A triangular parcel of land lying in the Northeast One-Quarter ($NE\frac{1}{4}$) of the Southwest One-Quarter ($SW\frac{1}{4}$) of Section 6, Township 41 South, Range 13 West, Willamette Meridian, more particularly described as follows:

Beginning at a point which bears South 40.0 feet and East 615.98 feet from the Interior Quarter Section corner of Section 6, T. 41 S., R. 13 W., W.M.; thence West a distance of 192 feet, more or less, to the northeasterly right of way line of the Oregon Coast Highway, U.S. 101; thence Southwesterly, following said right of way line, a distance of 220 feet, more or less, to a point which bears South a distance of 105 feet from the point of beginning; thence North, leaving said right of way line, a distance of 105 feet, more or less, to a point of beginning."

Prompt action will be greatly appreciated.

Sincerely,

Richard C. O'Holleran

Richard C. O'Holleran, President

RECEIVED
DEC - 9 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

Temperature Today Is: 46° and sunny

RECEIVED
NOV 24 1965
FOR FILE

8-3345
7615

November 8, 1965

Mr. Richard C. O'Holleran, President
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Dear Mr. O'Holleran:

Replying to your November 1 letter, we have put forth considerable time and effort in the evaluation of the site north of the Chetco River on the north side of the road. It has received the full treatment of traffic consideration, construction costs, and other factors.

While the location in regard to the State line and to the City of Brookings is satisfactory, the other factors all appear adverse and we are at least tentatively rejecting this site for this reason.

Mr. McCosh, who made the original evaluation of the north bank site, will contact you again to go through other possibilities. The press of work has made it impossible for him to accomplish this at an early date. I am asking him to arrange a meeting with you in advance of his making the trip to Brookings so that you will be advised as to his thinking and he of yours.

Thank you very much for your communication and your interest in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Meeting arranged for December 1.

LPS:ajw

bc Forrest Cooper
R. L. Porter
R. I. McCosh

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

Oregon's Home of Winter Flowers

November 1, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Shaw,

Can you tell us whether any decision has been made regarding a cooperative State and Chamber of Commerce Tourist Information Office here?

Over three months have elapsed since our meeting with State officials here to talk over the project and look at suitable sites.

Any information you can give us will be greatly appreciated.

Sincerely,

Richard C. O'Holleran

Richard C. O'Holleran, President

RECEIVED
NOV 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
NOV 2 - 1965
OREGON
STATE HIGHWAY COMMISSION

Temperature Today Is: 52°

RECEIVED
AUG 2 - 1965
FOR FILING

8-3345
7615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1965

To: MEMO TO THE FILE

SUBJECT: Tourist Information Center
Brookings-Harbor Area

392

L

Richard McCosh made an inspection of the location favored by local Chamber of Commerce people. This was done July 21, 1965 in company with several Chamber of Commerce members, including Mr. O'Holleran who had previously contacted us by letter of July 10.

The location favored locally is at the junction of US101 and North River Road, just north of the Chetco River bridge. Mr. Morelock, in commenting upon possible highway alignment, states that his personal preference for relocation is to move slightly toward the center of the existing highway curve at this point. This movement would then be toward the ocean and away from the proposed Information Center. It would probably not exceed 100 feet at right angles to the present highway and might be considerably less. This location is not firm, however.

For the reason of probable permanence of the site and its proximity to Brookings, it deserves favorable consideration.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
David G. Talbot
R. I. McCosh
Dennis Clarke

FORM E-30 50M 7-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1965

SUBJECT: Tourist Information Center for Brookings-Harbor Area

To: Mr. Lloyd P. Shaw, Assistant
State Highway Engineer
DEPARTMENT

On July 21, 1965, I met with Mr. O'Holleran and several members of the Brookings-Harbor Chamber of Commerce to obtain their proposals regarding a possible state tourist information center in their vicinity.

They indicated that there would be strong local support for such a structure if it were provided in or close enough to Brookings to serve both the state and local interests in supplying information to the tourists. They feel our tourist information objectives are the same. If the building was so located, they would be willing to cooperate with the state by supplying personnel to help run the center. The site they recommend is on the state-owned land at the intersection of U. S. 101 and the Chetco River road just to the west and north of the weighing station.

From the standpoint of the local business people who support the present tourist information center in Brookings, they said there would be strong objection to location by the state of an information center south of the Brookings-Harbor area nearer the California border. Such a location, they feel, would stop the northbound tourist before there is anything of interest for him, and the southbound tourist would be beyond holding in Oregon at that point. It would also require duplication of information centers by the state and the local people.

The group then inspected the U.S. 101 - Chetco River road intersection. While it might be a good location for such a facility, there are problems of traffic control, higher construction costs, and possibly the site will be affected by future highway relocation. I told them that these matters would need to be looked into and that their requests would be given further consideration by the Highway Department.

Richard I. McCosh
Parks Planning Supervisor

NOTED
LLOYD P. SHAW

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RIM:aw
cc: David Talbot
W. M. Beckert

NORTH BANK ROAD

TOURIST INFORMATION SITE
PROPOSED BY BROOKINGS - HARBOR
CHAMBER OF COMMERCE

1" = 100'

382

PAVEMENT

160

R/W LINE

Center line

PHOTO
1

GAUTYS

HEWITTS

BRIDGE

CHETCO RIVER

PARK

NORTH BANK ROAD

TO AZALEA PARK

PHOTO # 2

168

182

TOURIS...
P...

R/W LINE

315

Approximate Weigh Station Location

882

PAVEMENT

PAVEMENT

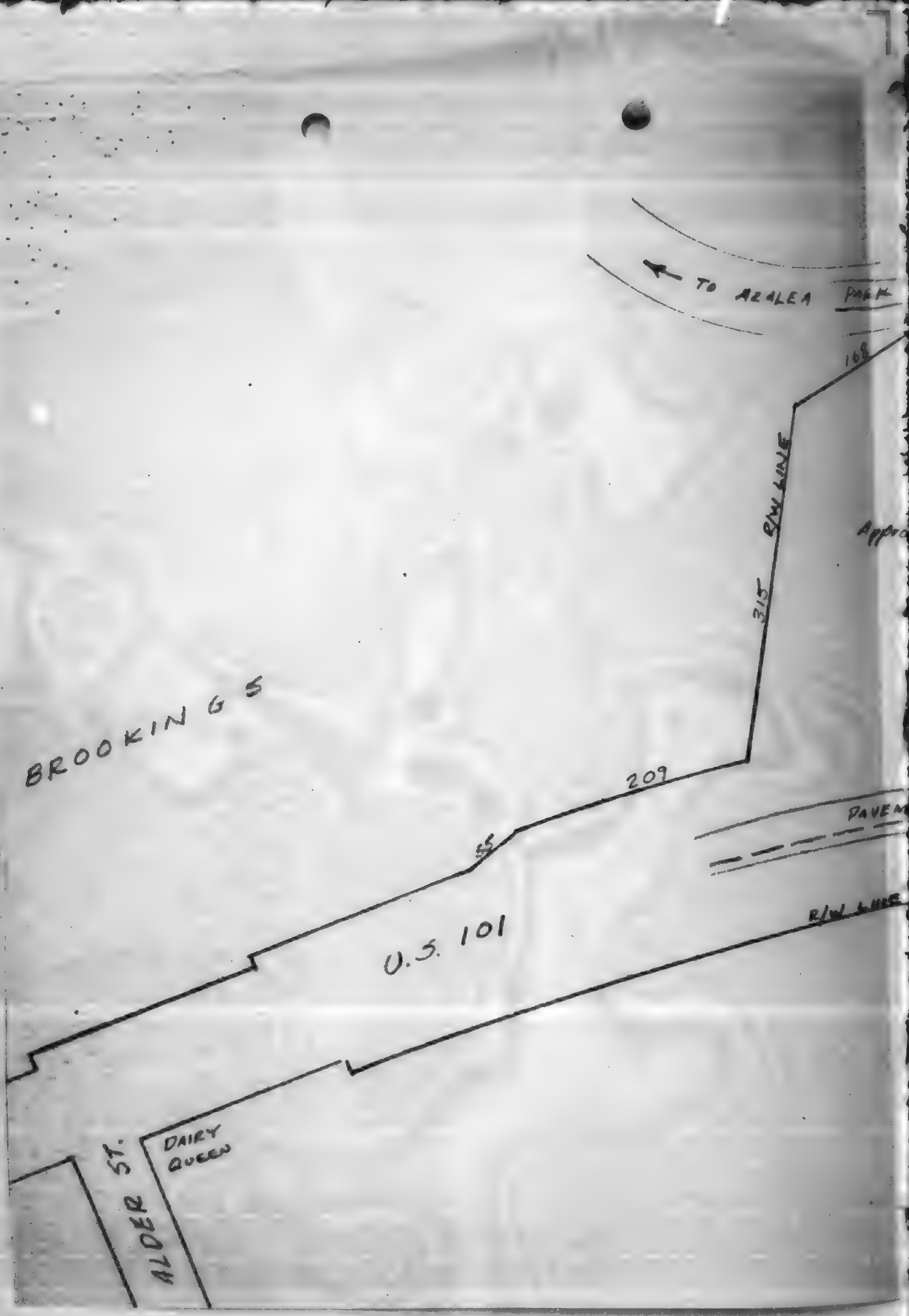
209

55

PAVEMENT — — — — — — Center l...

U.S. 101

R/W LINE


TO AZALEA PARK
168
315
R/W LINE
Approx
BROOKINGS
209
PAVEM
U.S. 101
R/W LINE
ALDER ST.
DAIRY QUEEN

RECEIVED
JUL 15 1965
FOR FILING

8-3345
7615

July 14, 1965

392

Mr. Richard C. O'Holleran, President
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Assig. #392
LPS

Dear Mr. O'Holleran:

We have received your letter of July 10 in regard to possible location of an information center in the Brookings vicinity.

We have tentative sites which are now either available or will be available in the reasonably near future. I suggest we have someone meet with you on the ground and inspect the sites we now have and discuss the problems which may arise with operation of the information center. I am asking Mr. David Talbot, State Parks Superintendent, to have someone contact you at the earliest possible date to determine what we have available and what you have in mind in regard to this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
David Talbot, Att: R. I. McCosh
Dennis Clarke

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

Oregon's Home of Winter Flowers

July 10, 1965

Mr. L. P. Shaw, Assistant State Engineer
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

My committee and I would like very much to meet with you, to discuss and offer our assistance to you, in finding possible building sites, and a suitable location for your new Information Center.

We are very interested in this project, and we will be available to meet with you, at your earliest convenience.

Sincerely,

Richard C. O'Holleran, Jr.

Richard C. O'Holleran, President
Chamber of Commerce

ms

RECEIVED
JUL 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Temperature Today is:
63°

T-5019(3) 6th St.-Stewart Ave. (Medford) 1971
Sec. of Rogue Valley Hwy. (River-
#7616 side St.) (Traffic signal)

01-11-11 - E60th HW

YELLOW COPY

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF MEDFORD
CITY HALL
MEDFORD, OREGON 97501
Attention of Mr. Duane L. Scroggins
Public Works Director

Request No. (assigned by staff engineer or head of division) cc-1389

Date February 26, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5019(3)
6th Street-Stewart Avenue Section
Riverside Drive
City of Medford

Covered by agreement dated 11/16/70
Contract #7616

Itemized Statement: CLR-DT FILE #501903 ADVANCE DEPOSIT $14,400

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	14,400.00	
		Amount previously transferred	12,400.00	
		Balance of Advance Deposit		2,000.00
		City Costs per attached sheet	13,150.97	
		Less amount previously transferred	12,400.00	
		Balance		750.97
		TO BE REFUNDED TO CITY		$1,249.03

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 14,400

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 12,400

Give the number of the last previous request in connection with this same service. cc-1330

Credit distribution:
15-0603-299

Submitted by:
Richard Bladorn, Urban Program Engr.

Approved:
Division Engineer

Approved: ☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE ☑ UPE ☑ CE ☐ RE ☒ RPE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

PROJECT COST SUMMARY

TOPICS Project T-5019(3)
6th Street-Stewart Avenue Sect.
Riverside Avenue
City of Medford
Contract No. 7616

Preliminary Engineering	$ 2,103.23
Payments to Contractor	61,592.94
Construction Engineering	7,036.40
TOTAL PROJECT COST	$70,732.57
Federal Aid funds collected	44,430.63
BALANCE	$26,301.94
City share per agreement dated 11/16/70	$13,150.97
City's Advance Deposit of 8/9/71	$14,400.00
Balance to be Refunded to City	$ 1,249.03

2/26/74

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS ~~Treasurer of the State of Oregon~~

Captical Building
Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

F-5019(3)

VOUCHER PERIOD: FROM 10-2-70 TO 1-24-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$70,732.57	$69,870.46	63.59%	$44,430.63	$44,430.63	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V.E. Skoog
Fiscal Officer LOT

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	6TH ST.-STEWART AVE. (MEDFORD) SECTION					
	JACKSON COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 2,103.23	
	Total Preliminary Engineering Cost				$ 2,103.23	
	Construction					
	Type Code Y031					
	Signals (Riverside Ave. at 6th St., Barnett St. and Stewart) (Contract #7616)					
	Final Contract Payment Summary	Lump	Sum		$61,742.94	
	Total Construction Cost				$61,742.94	
	Construction Engineering					
	State	All	Required		$ 6,174.29	
	Liquidated Damages					
	Final Contract Payment Summary	Lump	Sum		$ (150.00)	
	Total Participating Cost				$69,870.46	
	Nonparticipating Items					
	Construction Engineering	All	Required		$ 862.11	
	Total Nonparticipating Cost				$ 862.11	
	Total Cost				$70,732.57	

AMOUNT CARRIED FORWARD.....

SUMMARY OF COMPLETED FEDERAL AID WORK

6TH ST.-STEWART AVE. (MEDFORD) SECTION

T-5019(3)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P.E.	$ 2,103.23	$ 1,337.44	-
Signals	Y031	68,629.34	43,093.19	0.00 Mile
(Riverside Ave. At 6th St., Barnett St. & Stewart St.)				
	Total	$70,732.57	$44,430.63	0.00 Mile

Finished F. H. Projects

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date Pd.
T 5019 (3)	7616	15-0603	6th St.-Stewart Ave. (medford)	$ 44,430.63	2-8-74
T-5025 (4)	P.E	3-0602	Harrison St at 32nd Ave. (Milwaukie)	3,411.63	—
T-5026 (2)	7544	110-0602	Stephens St. at Garden Valley Blvd (roseburg)	37,381.48	—
T-5022 (1)	7753	6-0602	Newmark St- S. City limits (North Bend)	40,718.00	2-14
F-70 (4)	7490	S 1049	Sixes River Section	1,133,861.28	2-8
I-5-2 (68)	7500	61c 1035	Myrtle Creek Interch Section	32,411.33	✓
I-80N-5(37)	7498	630-1012	Emigrant Hill Interchange	110,214.21	—
I-80N-8(21)	7547	623 1023	Ontario Safety Rest Area	525,270.28	✓
ER 229 (1)	7487	10-1031	Sandy Rehabilitation Slide Section	314,994.13	✓
I-80N-2(9)	6541	614-1049	Cascade Locks-Mitchell Point	5,901,248.99	2-14
I-80N-4(22)	7684	611-1071	Arlington Interchange Section	53,235.13	✓
I-80N-3(13)	P.E.	Various	Celilo-Tenmile Br. Bridge Section	253,581.87	2-8
I-5-1(12)	P.E.	"	Rock Point Nbd. St. Section	214,741.17	✓

RECEIVED
COUNTY & CITY SECTION
FEB 11 1974
☐ ENGR. ☐ GEOR. ☐ ME ☐ AE ☐ UE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

7616

STATE COPY

MONTHLY TRANSACTION NUMBER 4-62	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-24-73	COUNTY Jackson
MODIFICATION NUMBER 1		PROJECT NUMBER T-5019(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 18, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 70,120	$ 70,798
Federal Funds	$ 44,559	$ 44,990
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. I. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack
Acting (Division Engineer)
Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
Project No. T-5019(3)

6TH ST.-STEWART AVE. (MEDFORD) SECTION

RIVERSIDE AVE., JACKSON COUNTY

Salem, Oregon, April 13, 1973

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 2,800.00

Type Code Y031
Signals (Riverside Ave. at 6th St., Barnett St. and Stewart)

Temporary Protection and Direction of Traffic	All Required	$ 700.00
Traffic Signal Installation, Complete	All Required	57,600.00
Railroad Pre-emption Devices	All Required	2,500.00
		$60,800.00
Flagging (60% of Contractor's Cost)	All Required	$ 400.00
PA#1 Revise Mast Arms	Lump Sum	342.00
PA#2 Furnish Police Panel	Lump Sum	275.00
		$ 1,017.00
	Subtotal	$61,817.00
	10% Engr. & Cont.	6,181.00
	Total	$67,998.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 2,800.00	$ 1,778.00	$ 511.00	$ 511.00
Signals	67,998.00	43,212.00	12,393.00	12,393.00
Totals	$70,798.00	$44,990.00	$12,904.00	$12,904.00

Group 1 - 100%
Contract No. 7616
Prefix No. 15-0603

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-68	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-18-71	COUNTY Jackson
		PROJECT NO. T-5019(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Riverside Ave. (Medford) at Stewart Ave., Barnett Rd. & Sixth St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	10-7-70	
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-71	0.00
OTHER *(Specify)*		

FUNDS **Pro Rata 63.55%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 70,120	$ 44,559

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. G. Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. H. Green
For R. E. Simpson (Division Engineer)

Date executed by Division Engineer AUG 18 1971

Oregon State Highway Division

Federal-Aid
Project No. T-5019(3)

6TH ST.-STEWART AVE. (MEDFORD) SECTION

RIVERSIDE AVE., JACKSON COUNTY

Salem, Oregon, August 16, 1971

Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 2,800.00
Type Code Y031		
Signals (Riverside Ave. at 6th St., Barnett St. and Stewart)		
Temporary Protection and Direction of Traffic	All Required	$ 700.00
Traffic Signal Installation, Complete	All Required	57,600.00
Railroad Pre-emption Devices	All Required	2,500.00
		$60,800.00
Flagging (60% of Contractor's Cost)	All Required	400.00
	Subtotal	$61,200.00
	10% Engr. & Cont.	6,120.00
	Total	$67,320.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 2,800.00	$ 1,778.00	$ 511.00	$ 511.00
Signals	67,320.00	42,781.00	12,269.50	12,269.50
Total	$70,120.00	$44,559.00	$12,780.50	$12,780.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7616
Prefix: 15-0603

7616 STATE COPY

OSHD (Johnson)
Region
Wash DC

1-22-73

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Jackson	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
1-22-73	C. S. Hughes, Highway Engineer Trainee		F-5019(3)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-9-72	July 19, 1972	103 %	240 Calendar Days
APPROVED EXTENSIONS	LOCATION		
6 Calendar Days	6th and Riverside, Barnett Road and Riverside, Hewart and Riverside in Medford, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 24 1973
REGIONAL OFFICE

CH Concur
Byrnes
1-25-73

6TH STREET-STEWART AVENUE
RIVERSIDE AVENUE (ROGUE VALLEY HIGHWAY)
Traffic Signal Installation

The project was completed on May 9, 1972 and was accepted by the State Highway Commission July 19, 1972. The contractor used 248 calendar days (contract authorized 240 calendar days) to complete the project. A 6 day time extension was granted thus leaving 2 days liquidated damages.

The 6 day time extension was granted because of time charged while extra work was being performed and during a period for which a stop work order had been issued. The 2 calendar days liquidated damages were charged for time used in excess of the 246 calendar days approved.

The City of Medford verbally accepted the project via telephone on May 25, 1972.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 25 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original Signed by T. P. LOVE		SIGNATURE: Original signed by G. K. Hossner Dist. Engineer	
TITLE: T. P. Love, Area Engineer	DATE: 1-23-73	TITLE: G. L. Green, Division Engineer	DATE: JAN 24 1973

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

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FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7616

DATE November 21, 1972

TO C. L. Brown, Division Engineer
Federal Highway Administration

FROM George H. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

Federal-aid Project
No. I-5019(3)

SUBJECT Request; Federal-aid Project Acceptance

Contract 7616 Work Completed May 9, 1972

Project 6th St.-Stewart Ave. (Medford)

Highway Bonus Valley

County Jackson

Acceptances: State Highway Commission July 19, 1972

Federal Highway Administration May 25, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-400

JKlund

cc: W. E. Young

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110091

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-25-72	oc 1330	

CREDIT DISTRIBUTION

15-0603-299

. City of Medford
. City Hall
. Medford Oregon 97501
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ HPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Durand L. Scroggins, Public Works Dir.			
Advanced Deposit			$ 14,400.00
Partial transfer of advance deposit for construction of the 6th St.-Stewart Ave. Section of Riverside Ave. TOPICS Project. Contract # 7616			
Covered by agreement dated 11-16-70			$ 12,400.00
to be retained			$ 2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF MEDFORD
CITY HALL
MEDFORD, OREGON 97501
Attention of Duane L. Scroggins
Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1330

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5019(3)

Itemized Statement: Advance Deposit $14,400

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the 6th St.-Stewart Ave. Section of Riverside Avenue TOPICS Project. Contract #7616.		
		Covered by agreement dated 11/16/70.		12,400
		TO BE RETAINED		$ 2,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $14,400

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 15-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

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SEP 19 1972
FOR FILING

7616

September 18, 1972

United Pacific Insurance Company
P. O. Box 1786
Eugene, Oregon 97401

Gentlemen:

A post-final payment for $450 will be made to Steeck Electric Company on Contract No. 7616 for traffic signal installation on 6th Street and Stewart Avenue in Medford on the Rogue Valley Highway (Riverside Avenue) in Jackson County.

The total amount paid on this contract will be $61,392.94 including the post-final payment. Of the total, $325.94 is for force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Steeck Electric Company
P. O. Box 1343
Medford, Oregon 97501

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. D. Mouner
James Versteeg

RECEIVED
SEP 5 - 1972

OREGON STATE HIGHWAY DIVISION

7616

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time - Contract No. 7616**
6th Street-Stewart Avenue (Medford)
Rogue Valley Highway

601

Steeck Electric Company, contractor for the installation of the traffic signals on the subject project in Jackson County, has requested an additional seven calendar days in which to complete the contract work without assessment of liquidated damages. The contractor has cited public use of a portion of the project prior to the end of allotted time and other factors as the basis for an extension of time on the remaining portion of the project.

The contract was awarded August 9, 1971, and the allotted calendar days forecast a completion date of April 18, 1972. The work was completed May 8, 1972, with 248 calendar days charged, which is an overrun of eight calendar days.

All factors presented by the contractor concerning delays to completion of the project have been considered. The partial completion cited by the contractor is not a valid reason for an extension of time. An extension is warranted due to time being charged for days covered by a stop work order, while performing extra work, and for a delay at the direction of the engineer to protect traffic.

On this basis, I have granted the contractor a six-day extension in accordance with authority given me by you. This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the September 19 meeting.

cc C. W. Head
George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
J. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund

WR:jc ms

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AUG 30 1972
FOR FILING

7616

August 29, 1972

Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The Oregon State Highway Division has considered your request for an additional seven days to complete Contract No. 7616 for the installation of the 6th St.-Stewart Ave. traffic signals on the Rogue Valley Highway in Jackson County.

Careful consideration was given to the reasons you submitted. Time charged while extra work was being performed and during a period for which a stop work order had been issued were considered as well as the conditions outlined in your time extension request. In light of available information and the provisions of the contract, a six-day extension of time without assessment of liquidated damages has been granted.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: F. A. Ouery
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Shoog
J. Versteeg
K. Martin
Glen L. Green-FHWA

WR:af dps

RECEIVED
JUN 29 19
BRIDGE DIVISION

RECEIVED
JUL - 3 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7616 Contractor Steeck Electric Co.

Highway Rogue Valley

Section 6th St.-Stewart Ave. (Medford)

Kind of Work Traffic Signal

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~GRANTED~~. The reasons for such recommendation are as follows:

Partial completion of project is not a basis for an extension of time.

Grant four days for time charged during a period for which a stop work order had been written, one day for time charged while removing existing poles, and one day for time charged while performing extra work.

Recommended for Approval:

J H Veatley
Division Engineer

R. W. Ellerson
Construction Engineer or
for Bridge Engineer

R E Johnson
for State Highway Engineer

Contract No.	7616
Project designation	FAT-5019(3) State-Federal
Date awarded	8-9-71
Work started	~~1-27-72~~ 1-27-72
Per cent completed	100% 5-12-72 Date
No. of Workdays Allowed	240
No. of Workdays Used	248
No. of Added Workdays Requested	~~7~~ 6

E—330 (Rev.)—SSI—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 28, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 247 days, within which to complete our Contract No. 7616, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The 6th St. & Riverside signal has been in operation since March 24, 1972; the Barnett Rd. & Riverside was already for operation April 14, the Stewart Ave. & Riverside signal were ready for operation April 21. We feel this request is justified since we allowed the use of the 6th St. signal 1 mo. ahead of completion date. The other two intersections could not be completed until after the State tested them, after which we had to dismantle the existing signals. It is our feeling that we should not be penalized for allowing the State and the City the use of 6th St. & Riverside signal for 1 mo. There was no way we could complete the demolition of the old signals before the new ones were accepted. We feel that the time should stop when the signals are ready for test.

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Vernon Steeck

CONSENT OF SURETY

Date May 2, 19 72

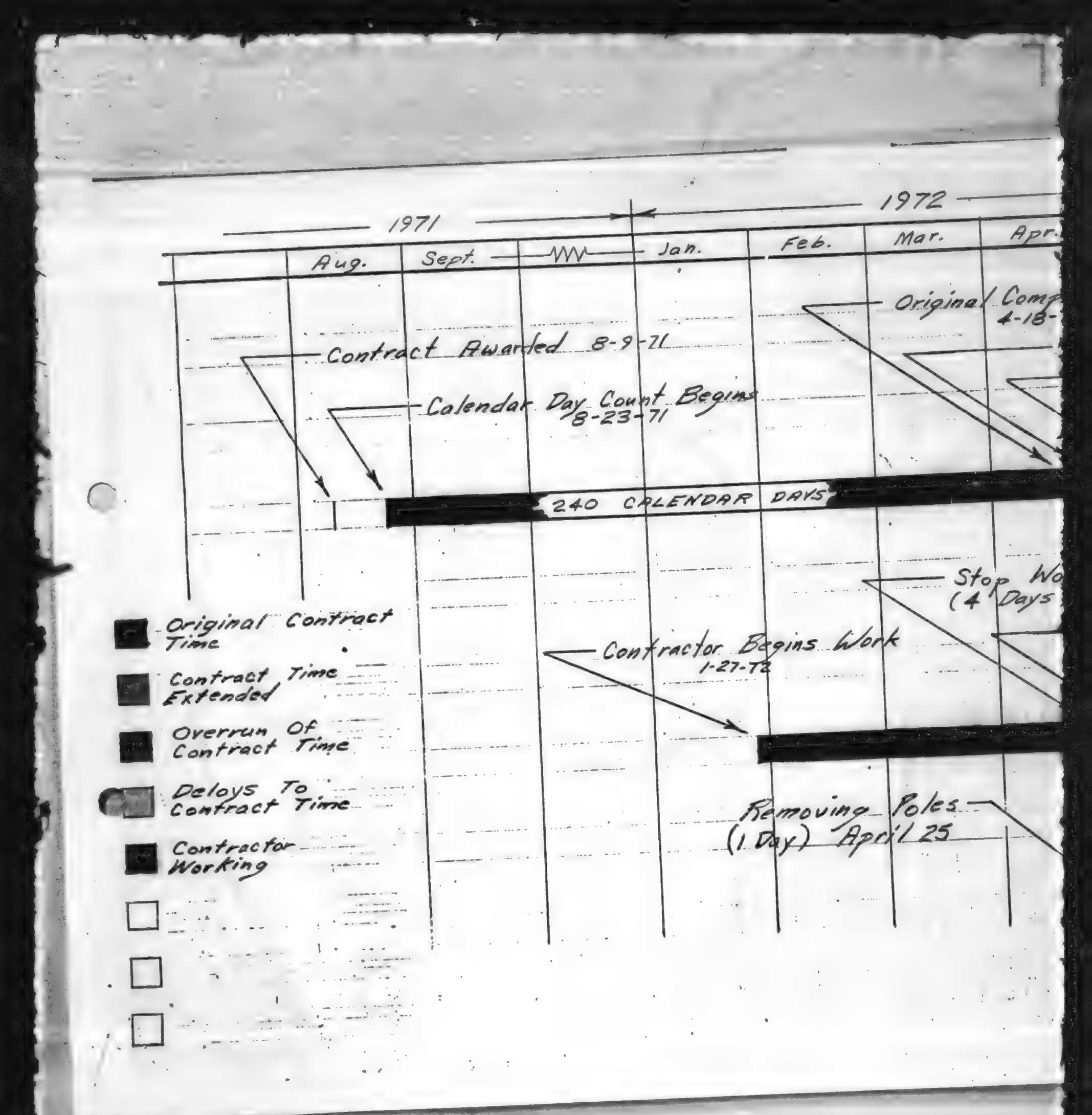
We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. J. Aschbacher
Attorney-in-fact
R. J. Aschbacher

(SEAL)

Resident


1971
1972
Aug.
Sept.
Jan.
Feb.
Mar.
Apr.
Contract Awarded 8-9-71
Calendar Day Count Begins 8-23-71
240 CALENDAR DAYS
Original Comp
4-18-
Stop Wo
(4 Days
Contractor Begins Work 1-27-72
Removing Poles
(1 Day) April 25
Original Contract Time
Contract Time Extended
Overrun Of Contract Time
Delays To Contract Time
Contractor Working

1972

Jan. | Feb. | Mar. | Apr. | May

Original Completion Date
4-18-72

Stop Work Order

Actual Completion Date
(Including Extra Work) 5-9-72

71 Begins

LENDAR DAYS 13

2 Days Liquidated Damages
6 Days Time Extension

Stop Work Order - Later Rescinded
(4 Days) Apr. 21 thru 24

ractor Begins Work
1-27-72

Stop Work Order
(13 Days) Apr. 26 thru May 8

Removing Poles
(1 Day) April 25

Installing Extra Work Item
(1 Day) May 9

6th St. - Stewart Ave. (Medford)
Contract 7616

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 9, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FAP T-5019(3)
Sixth Street-Stewart Avenue (Medford)
Contract #7616

Bridge - Draft
cy-Covers
Yours
Thank
Gerald
8-17-72

I concur with the 6-day time extension recommended in Mr. A. E. Johnson's August 1, 1972 letter.

NOTED
A. E. JOHNSON

8-16-72

M

RECEIVED
AUG 17 1972
BRIDGE DIV.

RECEIVED
AUG 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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AUG 17 1972
FOR FILING

7616

August 15, 1972

United Pacific Insurance Co.
P. O. Box 1256
Tacoma, Washington 98401

Gentlemen:

On July 20, 1972, we wrote to you concerning release of final payment on Contract No. 7616 awarded to Stevens Electric Company for traffic signal installation on 6th Street and Stewart Avenue in Medford in Jackson County.

Final payment on this contract is $825.94 and the total contract amount is $41,142.94 including $325.94 for work performed under force account.

Very truly yours,

Floyd Dent, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Stevens Electric Co.
P. O. Box 1243
Medford, Oregon 97501

United Pacific Insurance Co.
P. O. Box 3766
Eugene, Oregon 97403

O. T. Keeney
Walt Hart
V. E. Skeen
Attn: John Kerr
J. H. Vertrees

RECEIVED
AUG 1 - 1972
FOR FILING
7616

August 1, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Request for Extension of Time
Sixth Street-Stewart Avenue (Medford)
FAP No. T-5019(3)
Contract 7616

The subject project was awarded August 9, 1971 and the calendar day count began August 23, 1971. The time allowed for completion was 240 calendar days, which forecast a completion date of April 18, 1972.

The contract was completed May 8, 1972, for a total of 261 days, of which 248 were charged to the contract time for an overrun of eight days.

The signals at Stewart Avenue and at Barnett Road were ready to be activated on Friday, April 21, except for a "NO RIGHT TURN" sign that the City of Medford had not yet repaired. The contractor was issued a stop work order on that date in which he was directed to suspend operations until the signals at Stewart Avenue and at Barnett Road were activated and the timing set. This was accomplished at 4 p.m., April 24. The order was rescinded the following week and these four days were charged to the contract time. No time should be assessed for this period.

The poles were removed and repairs were made to the railroad pre-emptive device on April 25. No time should be assessed for this day, as the contractor had been directed not to remove these poles until the replacements were

in operation and the pre-emptive device, although in need of repair, was in operation.

A stop work order was issued on April 26 in which the contractor was directed to suspend operations until a "Police Door" could be delivered to the project. The police door was delivered and installed on May 9, 1972. No time should be assessed for this day as the police door was an extra work item and not part of the original contract.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a six-day extension of time without assessment of liquidated damages. Liquidated damages would be assessed for two days, April 19 and 20, at $75 per day for a total of $150.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
C. T. Keasey
L. H. Young
V. E. Skoog
J. H. Versteeg

WBR:ag ja

AEJ

FORM S-59 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 28, 1972

To: Walter J. Hart
Bridge Engineer
S A L E M

SUBJECT: Request for Time Extension
6th St.-Stewart Ave. (Medford)
Rogue Valley Highway
Contract No. 7616

Attached is the contractor's request for an extension of time for the completion of the above project.

The following is a chronological tabulation of events during the life of the job and by the use of this, we arrived at a recommendation relative to increase in calendar day time.

1.	Calendar day count began and with 240 calendar days allowed, completion date would be	August 23, 1972 / 1971
2.	Final signal installation ready for turn-on	April 18, 1972
3.	Waiting for city repair of part-time interior illuminated restriction sign through	April 21, 1972
4.	Open signals to traffic	April 23, 1972
5.	Complete extra work (police door in controller cabinet)	April 25, 1972
		May 9, 1972

We would assume, had the city-owned part-time restriction sign been operational, all signals could have been turned on April 21, 1972. Allowing one more day for removing old signal equipment and cleanup, the theoretical completion date would have been April 22, 1972. This would give an overrun of 4 days for which the contractor would be liable for liquidated damages. Our Weekly Statement of Calendar Day Charges indicates eight (8) excess calendar days used. We recommend the contractor be granted an extension of time amounting to four (4) days.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

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JUN 29 1972
BRIDGE DIVISION

RECEIVED
JUL - 3 1972
BRIDGE DIVISION

JXW/cw
Attach.
cc L. E. George
Keith Martin

FORM 2.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
17 May 1972

ROSEBURG DIVISION
RECEIVED
MAY 1 9
845

SUBJECT: Request for Time Extension -- for
6th. St. - Stewart Avenue
(Medford)
Rogue Valley Hwy.
Contract No. 7616

To: J. X. Wilson
Regional Construction Engineer
Region III

This contract was awarded on August 9, 1971 with the 240 calender day count beginning August 23, 1971. The poles were delivered to the jobsite January 6, 1972 with work by the contractor commencing January 27. The completion date was May 9, 1972 with 248 total calender days. The calendar day charge for May 9 was incurred after this request for a time extension was submitted.

The 6th. St. and Riverside Ave. signals were activated March 24 as stated in the request for time extension. Barnett Road and Riverside Ave. signals were ready for operation on April 18, 1972, not April 14 as stated in the request. The status of the Stewart Ave. and Riverside Ave. signals on April 21 is not as easy to assess. In my letter dated April 26, the circimstances surrounding the signal activation at this intersection are stated. I believe the signals would have been activated April 21, if the part time interior illuminated restriction sign had been operational.

April 25 the contractor was charged one calendar day while removing the old signals. The contractor was told to not remove the existing signals until the replacements were in operation. While this is not specifically required by the specifications, section 107.18, public safety and convenience is applicable.

The calendar day charged May 9 was required to install the police door, ruled on Price Agreement No. 2.

I recommend no increase in calendar days for 19 and 20 April. The specifications do not have any provisions for partial credit for partial completion.

I recommend an increase of three calendar days for the period 21, 22, and 23 April. The repair of the part time restriction sign was a bonafide cause of delay beyond the control of the contractor.

I recommend no increase in calenday days for 24 and 25 April. These days were spent in final wiring, activrting signals, testing signals, and removing existing signals.

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JUN 29 1972
BRIDGE DIVISION

(more)

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JUL - 3 1972
BRIDGE DI

6th. St. - Stewart Ave. (Medford)
Rogue Valley Hwy.
Contract No. 7616

17 May 1972

I recommend an increase of one calendar day for 9 May 1972. This day was used in performance of Extra Work. This is specifically cited as justification for a time extension in section 108.09 of the Standard Specifications.

Keith L. Martin
Resident Bridge Engineer

KLM:dp

cc: Files

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BRIDGE DIVISION

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JUL - 3 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
April 26, 1972

SUBJECT: Shut Down Order
6th St-Stewart Ave (Medford) Sec.
Rogue Valley Hwy.-Medford
Contract 7616

To: Regional Construction Engineer
Region III

When I called you last night I could not remember the exact sequence of events leading to the shut down order on the subject project. I checked the job diary today and have reconstructed the times and events asfollows:

April 18 When I left for the seminar on paints and membrane water proofing all arrangements had been made to activate the signals 21 April.

April 20
5:00 PM Called Henry Steeck from the region office. He did not know if Ed Gossack from econolite would be down friday to help connect the railroad pre-emption device. The preemptor was in the controller but the contractor did not understand the wiring diagram on the method of connecting the pre-emptor to field wiring.

6:00PM While reading job diary I found that the existing part time interior illuminated restriction sign (NO RIGHT TURN) has not been installed on the new system. Sign is being repaired by the city of Medford.

6:30 PM Received call from Steeck. He had called Ed Gossack who was to be down friday morning. I told him we would not activate signals until the system was complete to include the missing sign. He said the city would return the sign monday but they had told the city two weeks previously that the sign required repairs. Steeck stated that if the city had repaired the sign he would turn the signal on friday and we would receive full benefit. He thought that this warranted and ending of the work days as any further delay was caused by the city not repairing the sign. I told him we would not have full benefit with the existing poles still a hazard in the center of the street, and that we would not even know if the signals worked until they were activated. At this time he suggested a stop work order as we would not activate the signals until the sign was installed, the sign repair was not considered his responsibility, and I had told him not to remove the existing poles until the new signals had been accepted.
Ed Gossack was not to come down until Tuesday after the sign was installed.

RECEIVED
JUN 29 197.
BRIDGE DIVISION

RECEIVED
JUL - 3 1972
BRIDGE DIVISION

April 21
11:00AM Robert Korrt, city traffic engineer, said the sign would be repaired by 1:00 PM. He said that the contractor had only told him two days before that the sign required repairs.

11:30 AM Steeck had called Cossack who tried to fly from Salem but was grounded by bad weather. He will drivedown Monday morning.

3:00PM Called Hal Versteeg told him of situation and received permission to write stop work order. I did not tell him of difference between city and contractor as to when sign was received for repair as I do not know which is correct.

April 24
1:00 PM Setting timing and checking controller at Barnett Road.

2:00 PM Signals activated at Barnett Road

4:00PM Signals activated at Stewart Ave. Signals all right except railroad pre-emption device was not working as designed.

6:00PM Left job site. Contractor had removed or covered heads on existing system.

April 25 Contracotro removed signal poles while factor technicians repaired rail road preemption device.

Keith L. Martin
Resident Engineer

cc: Glen Clark

RECEIVED
JUN 29 1972
BRIDGE DIVISION

RECEIVED
JUL - 3 1972
BRIDGE DIVISION

1971 — 1972

Aug. | Sept. | Jan. | Feb. | Mar. | A

Contract Awarded 8-9-71

Calendar Day Count Begins 8-23-71

240 CALENDAR DAYS

Original Co
4-1

Stop
(4 Day

Contractor Begins Work 1-27-72

Removing Poles (1 Day) April 25

- Original Contract Time
- Contract Time Extended
- Overrun Of Contract Time
- Delays To Contract Time
- Contractor Working
- ☐
- ☐
- ☐

1972

Jan. | Feb. | Mar. | Apr. | May

Original Completion Date
4-18-72

Stop Work Order

Actual Completion Date
(Including Extra Work) 5-9-72

LENDAR DAYS 13

2 Days Liquidated Damages
6 Days Time Extension

Stop Work Order - Later Rescinded
(4 Days) Apr. 21 thru 24

ractor Begins Work
1-27-72

Stop Work Order
(13 Days) Apr. 26 thru May 8

Removing Poles
(1 Day) April 25

Installing Extra Work Item
(1 Day) May 9

6th St. - Stewart Ave. (Medford)
Contract 7616

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JUL 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7616

DATE July 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7616 **Work Completed** May 9, 1972

Project 6th St.-Stewart Ave. (Medford)

Highway Riverside Ave.(Rogue Valley Highway) **County** Jackson

Type of Work Traffic Signal Installation

Contractor Steeck Electric Co.

Recommended acceptance date July 19, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

RECEIVED
JUN 26 1972
FOR FILING

STATE COPY

7416

Region (Johnson)
Wash DC

EC, Green
CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)
5-25-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Jackson	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
5-25-72	T. P. Lowe, Area Engineer		T-5019(3)

IN COMPANY WITH
Keith Martin, Br Res Engr

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	103 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

6TH STREET-STEWART AVENUE (MEDFORD)
RIVERSIDE AVENUE (ROGUE VALLEY HIGHWAY)
Traffic Signal Installation

JUN 26 1972

REGIONAL OFFICE

1. Scope of Inspection:

This is a final inspection of the completed project and a stage inspection of the project records with particular emphasis on documentation of progress payments.

2. Findings and Recommendations:

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and acceptance is recommended.

Progress payments are adequately documented in the project file.

3. Completion Date:

The contractor used 248 calendar days to complete the project. The contract authorized 240 calendar days to complete the work and no extensions were granted.

4. Price Agreement:

Price Agreement No. 2 has been approved adding a police ~~pleat~~ door panel to the fixed time controller at pole #3 and making several minor modifications to the wiring at various location in the system.

5. Documentation of Progress Payments:

The initial progress payment was documented at various locations on the project records. It was adequate although difficult to trace. The project engineer developed a better system of summarizing payment documentation in the diary on subsequent vouchers.

(more)

6-27-72

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

Traffic signal installation was a lump sum bid item. The contractor furnished the resident engineer with his bid tabulation showing the estimated cost of materials and labor fo. the various elements required. The resident engineer reviewed this tabulation for reasonableness and accordingly used this break down for preparing progress payments on partially completed work. Although it is not a contract requirement for a contractor to furnish his bid preparation work sheets his cooperativeness on this project in doing so was a great help to the resident engineer in preparing partial payments.

Records adequately explain the withholding of $100 per weld for 15 welds where the mast arm connects to the pole pending certification from the contractor that these welds in fact were penetrating welds as specified. The amount being withheld is considered sufficient to correct these welds if necessary however subsequent to the inspection the contractor has properly certified these welds.

At the time of the final inspection final payment is being withheld pending the contractor's action on the following:

a. Missing payroll from the subcontractor.

b. Submission of PR 47 from the contractor.

c. Weld certification (mentioned above).

d. Submission of Form 124 RE 1, Public Work Wage Certification from the contractor.

6. General Comments:

~~Noted~~ On May 4 and 5 the signal at Riverside and Stewart experienced electrical problems and malfunction. The contractor's supplier immediately corrected this malfunction. There has been no problem since that time to the time of the final inspection. The city verbally accepted the project via telephone the day of this final inspection.

Following the inspection, over the Memorial Day weekend several of the signals experienced additional electrical malfunctions. A representative of the supplier, Econolite, corrected the malfunctions under the warranty as required in the contract provisions.

RECEIVED
JUN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1972
FOR FILING

STATE COPY

OSHD (Johnson)
Region
Wash DC

EC, Green D... CONSTRUCTION DIVISION
CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Jackson	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-25-72	T. P. Lowe, Area Engineer	T-5019(3)

IN COMPANY WITH
Keith Martin, Br Res Engr

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	103 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

6TH STREET-STEWART AVENUE (MEDFORD)
RIVERSIDE AVENUE (ROGUE VALLEY HIGHWAY)
Traffic Signal Installation

JUN 26 1972

REGIONAL OFFICE

1. Scope of Inspection:

This is a final inspection of the completed project and a stage inspection of the project records with particular emphasis on documentation of progress payments.

2. Findings and Recommendations:

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and acceptance is recommended.

Progress payments are adequately documented in the project file.

3. Completion Date:

The contractor used 248 calendar days to complete the project. The contract authorized 240 calendar days to complete the work and no extensions were granted.

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5. Documentation of Progress Payments:

The initial progress payment was documented at various locations on the project records. It was adequate although difficult to trace. The project engineer developed a better system of summarizing payment documentation in the diary on subsequent vouchers.

(more)

6-27-72
REFERRED TO

to Constr. of Bridge Johnson 6-28-72

FORM PR-33B
(... 70)

PREVIOUS EDITIONS WILL BE USED

Traffic signal installation was a lump sum bid item. The contractor furnished the resident engineer with his bid tabulation showing the estimated cost of materials and labor for the various elements required. The resident engineer reviewed this tabulation for reasonableness and accordingly used this break down for preparing progress payments on partially completed work. Although it is not a contract requirement for a contractor to furnish his bid preparation work sheets his cooperativeness on this project in doing so was a great help to the resident engineer in preparing partial payments.

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b. Submission of PR 47 from the contractor.

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6. General Comments:

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Following the inspection, over the Memorial Day weekend several of the signals experienced additional electrical malfunctions. A representative of the supplier, Econolite, corrected the malfunctions under the warranty as required in the contract provisions.

RECEIVED
JUN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY 5

OREGON STATE HIGHWAY DIVISION

7616

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. 7616
T-5019(3)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Request Contract Work Completed**

Contract 7616 **Work Completed** May 9, 1972

Project 6th St.-Stewart Ave. (Medford)

Highway Riverside Avenue (Rogue Valley Highway)

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 5-25-72

Conditions not acceptable: None

for R. K. Hoosman
R. E. Simpson
Division Engineer

6-30-72
Kenney
Young

cc: Tom Edwards
L. H. Young

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1971
FOR FILING

T-5019(3)
7616

September 21, 1971

Stuart Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7616 for a traffic signal installation on 6th Street and Stewart Avenue in the City of Medford on the Rogue Valley Highway (Riverside Ave.) in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Ins. Co.
Suite 600
720 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Ins. Co.
P. O. Box 1760
Eugene, Oregon 97401

bc F. D. Morgan
I. D. Merchant
C. T. Kenney
Keith Martin

RECEIVED
AUG 11 1971
FOR FILING

I-5019(3)

7616

ugust 11, 1971

Steeak Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7616 for $60,800 awarded to you by the State Highway Commission on ugust 9, 1971, for a traffic signal installation on 6th Street and Stewart Avenue in Medford.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 23, 1971.

Very truly yours,

Floyd Smary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Encl.
cc Frank Morgan
Ivan Merchant
C. T. Keasey
Keith Martin

ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
UPE ☐ CE ☐ RE ☐ R/E ☐

August 9, 1971

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Re: TOPICS Project T-5019(3)
6th Street-Stewart Avenue Section
Riverside Avenue

Dear Mr. Thorpe:

This will acknowledge receipt of the City of Medford's check #000462 in the amount of $14,400 which is the required amount for an advance deposit for the subject TOPICS project.

It is anticipated that the contract for this project will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:lat
bc C. T. Keasey

RECEIVED
JUL 30 1971
FOR FILING

bc F. B. Klaboe
L. H. Young
C. T. Keasey

OREGON STATE HIGHWAY DIVISION

T-5019(3)
7616
HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 29, 1971

Mr. Archie J. Twitchell
City Manager
City Hall
Medford, Oregon 97501

Re: TOPICS Project T-5019(3)
6th Street-Stewart Avenue Section
Riverside Avenue

Dear Mr. Twitchell:

The State Highway Commission opened bids today on the subject TOPICS project. The apparent low bid was submitted by Steeck Electric Company of Medford.

The estimated cost of the project based on the low bid is as follows:

Contractor's bid		$60,800
Anticipated additional item (Flagging)		400
	TOTAL	$61,200
Engineering & Contingencies (14½%)		8,874
	TOTAL	$70,074
Estimated preliminary engineering to date		2,000
TOTAL estimated project cost		$72,074

City's advance deposit:
20% of estimated project cost ($14,415) rounded to $14,400

The contract for this project will be awarded as soon as the City deposits its estimated share of the cost with the State. Please make your check or warrant (in the amount of $14,400) payable to the Oregon State Highway Commission, and forward it to Mr. H. S. Cox, County and City Engineer, Oregon State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:lat

Form E-123

Box 300
Salem OR 97308

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

July 19, 1971

Original Signed By
R. E. Simpson

08-35.7/410.51

R. E. Simpson, Division Engineer
Salem, Oregon

Availability of Right of Way

Authorization to advertise the physical construction of a project requires a statement (Paragraph 7 of PPM 21-12) that all necessary rights of way including control of access rights when pertinent have been acquired including legal and physical possession. Recent statements submitted covering TOPICS projects merely indicated that all rights of way and right of entry are to be acquired by other agencies. This involved T-5025(4), T-5028(1), T-5021(2), and T-5019(3).

It is the responsibility of the State to provide the proper certifying statement at the PS&E stage. All future projects should include the proper certifying statement.

cc:
OSHD (J R Oakes)
OSHD (L H Young)

7-23-71 B.

T-5025(4) Harrison @ 32nd (Milwaukie) - R/W Not secured yet
T-5028(1) Mission @ 25th (salem) - R/W cert. to Oakes
T-5021(2) Ore. Coast Hwy @ Olive (Newport) - No R/W
T-5019(3) 6th St-Stewart Ave (Medford) - No R/W

NOTED
R. D. ASBURRY

RECEIVED
JUL 22 1971
PROGRAM & PLANNING DIVISION

RECEIVED
COUNTY & CITY SECTION
JUL 22 1971
☑ ENGR. ☐ C.&R. ☑ ☑ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

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7-22-71
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Clare

7-16-71

RECEIVED
JUL 26 1971

FORM FHWA-1022 (REV. JUL 1971)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION
FOR FILING

FEDERAL AID PROJECT NO.: T-5019(3)

STATE PROJECT NO.: 6TH STREET - STEWART STREET (MEDFORD)

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-17

COUNTY NAME: JACKSON

PROGRAM STAGE (Check): [ ] 1 [X] 2

TO:

T-5019(3)
7616

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

L

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	PRIMARY ROUTE 3 / STATE PRIMARY 1W

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $400.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $400.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young
W[illegible]
7-21-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71	[signature]	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

April 26, 1971

To: Mr. L. H. Young
Program and Planning Engineer

PROGRAM AND PLANNING

SUBJECT: Right of Way Status
~~TOPICS Project~~
May 27, 1971
Bid Opening Date

On the following project, all rights of way and rights of entry are acquired.

Sixth Street-Stewart Avenue (Medford) Section, Riverside Avenue, Jackson County: Grade, Pave ~~and Signals~~.

The certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply on all the right of way on this project involving occupied improvements which were acquired and possession taken prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM-JRO:ph

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

F.B. KLABOE

RECEIVED
APR 26 '71
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F.B. Crandall
C.T. Keasey
C.G. Swenson
R.N. Chase
P.V. Riedl - FHWA.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. I-5019(3)
Project Name: 6th St. - Stewart Ave.
Section of Riverside Ave.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at Old County Shops & Barnett - Stewart
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Medford, Oregon, this 14th day of April, 19 71.

RECEIVED
COUNTY & CITY SECTION
APR 16 1971
ENGR. ☑ Const. ☐ ... ☐ ...E ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF Medford
By Jim Thorpe
Title Public Works Director
By
Title

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

ENGR. COOR. GE RE UE
DPE CE RE APE

March 17, 1971

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Dear Vern,

We have received the executed forms regarding utility occupancy and the salvage of materials for the 6th Street-Stewart Avenue Section TOPICS project on Riverside Avenue in Medford.

After discussing the salvage of materials with you and Bob Kort last Wednesday, I stopped by our Region 3 office and discussed this matter with Glen Clark. He recalled that the signal installation at the intersection of Barnett and Riverside was constructed under a 1963 cooperative agreement whereby the cost was shared equally by the State and City. The installation is a rather modern one and he stated that the State could use some of the salvaged components as replacement parts for other similar installations. Based upon the initial installation cost sharing, we believe that the salvaged materials should also be shared upon a like basis.

Enclosed are two modified salvage forms for your execution which will cover this matter. Details regarding the actual division of salvaged materials may be worked out with our Region 3 office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt
Encl.

cc: Glen Clark
F. B. Crandall

CC: C.T. Keasey
C.G. Swenson
R.N. Chase
T.W. Litchfield

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5019(3)
Highway No. FAP 63
Project Name 6th Street-Stewart Avenue Section of Riverside Avenue

We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon
this 1st day of March, 1971.
City of Medford
By Don Troyer
Title Public Works Director

RECEIVED
COUNTY & CITY SECTION
MAR 17 1971
☐ ENGR. ☑ ☐ ☐ ☑
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

2/26/71

3-16-71

TOPS

RECEIVED
COUNTY & CITY SECTION
MAR 17 1971
ENGR. COOR. CE AE CE
UPE CE RE RPE

PER CON MCE RSB 94 3-16-71 4-50 PM

L E GEORGE
FRANK TERPIN
DICK UNREIN

BILL BROWN,S OFFIBE HAS BEEN ASKED TO SURVEY SOME 500 FT OF STEWART AVE FOR A POSSIBLE 3 LANE APPROACH TO US99 IN MEDFORD. THIS IS DUE TO FACT THAT 6TH ST-STEWART AVE TOPICS PROJECT WAS SET BACK TO MAY LETTING. PLAN WILL BE SUBMITTED AS SOON AS POSSIBLE.

CLARK

CW04.17.---.

DICK UNREIN
TOPS

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 11, 1971

To: Mr. Frank Terpin
Final Design Engineer
S A L E M

SUBJECT: 6th St.-Stewart Ave. Section
Rogue Valley Highway
Medford
TOPICS

Attached is a suggested design for treatment of the westerly approach at the intersection of US99 and Stewart Avenue in Medford.

As can be seen, this was accomplished without reduction of the existing island in the southeast quadrant.

This plan was reviewed with Mr. Vern Thorpe, Director of Public Works, March 8, 1971, and he suggested we consider a widening project to provide three lanes approaching US99. This would provide an exclusive right turn lane in addition to that shown on the attached map.

After our telephone conversation this date revealing that any additional field work would delay the planned letting date of April 29, 1971, I contacted Mr. Thorpe by telephone and he dropped his request for further consideration of an exclusive right turn lane. He wishes to proceed with the design attached. By a copy of this letter I am also advising Mr. Crandall of this change as it may change the vehicle detector design.

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
Attach.
cc: F. B. Crandall
George Thornton
Dick Unrein [Please advise of new information regarding salvage material.]

furnished 3-11-71 jcl.

RECEIVED
COUNTY & CITY SECTION
MAR 12 1971

APPROVED:
REG. MAINT. ENGR.

3-15-71
Phoned Glen - Informed him that this project has been re-scheduled for May 27 and asked did he wish to go ahead with right turn lane. He will make survey and submit sketch of proposed revision. Informed Terpin.
B

MEMO TO FILES

February 19, 1971

Re: TOPICS
Signal Support Removal
Riverside Avenue @ Barnett Road
City of Medford

6th to Stewart

This office received verbal approval yesterday (February 18, 1971) from Mr. Vern Thorpe, Public Works Director, City of Medford, to redesign the intersection of Riverside Avenue and Barnett Road to provide for the removal of the left-turn signal supports from their present location in the middle of Riverside Avenue. This is to confirm previous correspondence on this subject including the estimated additional $7,500 to accomplish this revision.

Mr. Thorpe was informed that the earliest date this project could be scheduled for bid opening would be April 29, 1971.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. L. Hall
F. B. Crandall
L. H. Young
C. G. Swenson
R. N. Chase
C. T. Keasey
Vernon Thorpe (City of Medford)

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
ENGR. COOR. OE AE UE
RPE CE RE RPE

RECEIVED
CITY OF MEDFORD

FEB 16 1971

AM 7|8|9|10|11|12|1|2|3|4|5|6 PM

February 12, 1971
(date)

RECEIVED
COUNTY & CITY SECTION
FEB 18 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

Mr. Archie J. Twitchell
City Manager
City Hall
Medford, Oregon 97501

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Riverside Avenue (Rogue Valley Highway) TOPICS

Section 6th Street-Stewart Avenue: Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

2-17-71
(date)

By C. Twitchell
City Mgr.

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
AUG 12 1971
FOR FILING

I-5-17(3)
7616

January 19, 1971

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Yellow - To Pres. Medford

Dear Vern:

Thank you for your recent letter informing us of your planned actions for utilizing TOPICS funds. You advised us that your Citizens' Budget Committee will need the Medford Areawide TOPICS Plan in February to formulate their 1971-1972 budget report.

Our present plans call for submitting a preliminary copy of the TOPICS plan to the City the latter part of February for review and comment prior to preparation of the final report. Of immediate concern to the City of Medford is the obligation of 1970 TOPICS funds. Our records indicate that you only have $7,000 of 1970 TOPICS funds which are unobligated at the present time. Your January 11 letter requested an estimate of cost for removing the left-turn signal supports from the painted median on the Riverside Avenue at Barnett Street TOPICS project. The Traffic Section advises that this additional work would cost approximately $7,500. If approved, this revised work would fully obligate your 1970 TOPICS funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe V. E. Skoog
F. B. Crandall H. S. Cox
L. H. Young C. T. Keasey

RU:ljt sr

TOPS

FORM E-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1971

To: H. S. Cox
County-City Engineer

B U I L D I N G

Attention: Dick Unrein

SUBJECT: Cost Estimate
Revision of Traffic Signals
Riverside Avenue at Barnett Street
Medford

As requested in your letter of January 12, we have prepared an estimate of the cost of revising the existing traffic signals at the above intersection. This revision would provide a five-phase controller and would remove the signal pedestals, which at the present time are in the painted median.

The estimated cost of such revision is $17,500.00.

L. E. George
Operations Engineer

VPJ:pb

RECEIVED
COUNTY & CITY SECTION
JAN 18 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

BP 982478-784

TOPS

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON

January 11, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Replying to your letter of December 29, 1970 regarding unallocated TOPICS funds, the City of Medford's TOPICS Program is being prepared by the State Highway Department office in Salem through the division office in Roseburg. As soon as we receive this proposed program it will be submitted to the City Council for their consideration and adoption after which we can advise you regarding the unallocated funds remaining. We inturn need this program for our 1971-1972 budget report which will be prepared in February to submit to the Citizens' Budget Committee.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:pt

RECEIVED
COUNTY & CITY SECTION
JAN 15 1971
ENGR. ☑ CSSR. ☐ ☐ ☐
UPE ☐ CE ☐ RE ☐ RPE ☐

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
JAN
OFFICE OF
STATE

☐ ENGR. ☑ COOR. ☒ DE ☒ RE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SALEM, OREGON
January 12, 1971

Mr. F. B. Crandall
Traffic Engineer
BUILDING

Attn: Mr. V. P. Johnson

Proposed project revision.
Riverside Avenue @ Barnett Street
City of Medford, T-5019(3)

The presently approved TOPICS project on Riverside Avenue @ Barnett Street calls for the replacement of the existing controller with a new five-phase controller and the installation of additional traffic detectors, all at an estimated cost of $10,000.

A recent memo by Glen Clark and correspondence from the City of Medford indicates that it may be desirable, as a part of the improvements to this intersection, to remove the left-turn supports from their present location in the middle of Riverside Avenue.

Attached is a recent letter from the City requesting an estimate of cost for this proposed revision. Please supply this office with an estimate of cost for this additional work.

H. S. Cox
County and City Engineer

By
Richard Unrein
Urban Engineer

RU:ljt
Att.

cc: C. T. Keasey

TORS

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

January 11, 1971

Mr. Richard Unrein
Urban Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Richard:

Regarding your letter of December 18, 1970 regarding some revision of the plans for the traffic signal modification on Riverside Avenue and Barnett Road, I thought that I had replied to this letter but apparently have not.

Before we submit this matter to the City Council for amending the original proposal, we should have an estimated additional cost of this work. I do not foresee any problems in obtaining this additional authorization but it definitely should be cleared by the City Council.

As soon as this information is received, we will submit it to the City Council for their consideration.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:pt

RECEIVED
COUNTY & CITY SECTION
JAN 13 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SALEM, OREGON
January 4, 1970 1971

Mr. F. L. Hall
Design Engineer

BUILDING

Attn: Mr. P. L. Carstensen

TOPICS Projects
Stephens St. @ Garden Valley Blvd.
(Roseburg) Section
6th St.-Stewart Ave. (Medford) Section

The survey data for the subject projects has been examined and found to be consistent with the projects as requested by the cities and approved by the Highway Commission.

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☒ UE
☑ BPE ☐ CE ☐ DE ☒ RPE ☐

December 18, 1970

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Dear Vern,

We have again reviewed the proposed TOPICS project on Riverside Avenue at Barnett Road with the Federal Highway Administration. They stated that it would be desirable to remove the left-turn signal supports from their present location in the middle of Riverside Avenue to eliminate a potentially hazardous condition; however, they would not make this a condition for receiving TOPICS funds for the improvements to this intersection.

Should the City of Medford wish to eliminate this potentially hazardous condition under the presently proposed TOPICS project, we are sure that the Federal Highway Administration would be receptive to this ideal.

Very truly yours,

H. S. Cox
County and City Engineer

By
Richard Unrein
Urban Engineer

RU:ljt

bc: F. B. Crandall, w/att.
C. T. Keasey, "

This was reviewed with Paul Riedl 12-17-70.
Also with Val Johnson - both concur with above
as project would cost approx. $5,000 more to move
supports and go to a span wire installation. RU

TOPS

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

December 14, 1970

Mr. Richard Unrein
Urban Engineer
County and City Department
Highway Division
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

The Roseburg Division office has informed us that the proposed signal installation proposed for the Riverside Avenue and Barnett Road intersection should be revised in order to comply with U. S. Bureau of Public Roads requirements. In order to clear this through the City Council we should have a fairly accurate cost of the additional work in order to substantiate the revised application. Please advise us if the application should be prepared in your office in order that it will be properly filled out or if it should be prepared in our office, submitted to the City Council with the revised estimate, and then forwarded to the State Highway Department after approved by the City Council.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:pt

cc: Bob Kortt

Copies to: F.B. Crandall
C.T. Keasey

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COUNTY & CITY SECTION
DEC 16 1970
ENGR. ☑ CLER. ☐ CC ☐ AE ☑ UE
☑ RPE ☐ CE ☐ RE ☐ APE ☐

Dick Unrein
Medford

RECEIVED
COUNTY & CITY SECTION
DEC 15 1970
ENGR. ☑ C.&GR. ☐ ☐ ☐ ☑
☑ ☐ ☐ ☐ ☐ ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 11, 1970

To: MEMO TO THE FILE

SUBJECT: Proposed Medford TOPICS Project
Rogue Valley Highway at Barnett Rd.

The City of Medford has submitted to our Salem Office an application for improving the operation of the subject signalized intersection by substituting a five phase solid state controller in place of the electro-mechanical three phase existing. Such a controller costs some $9,000.

While reviewing all presently proposed TOPICS projects in Region III with Mr. Paul Riedl and Mr. Elmer Leland, Federal Highway Administration, & R.U. it was pointed out that the steel left turn signal supports located in the nose of the painted left turn refuges were potentially hazardous to motorists. They did not state that the above mentioned controller project would definitely be refused approval without a request for pole location, but strongly implied this. ? DO NOT RECALL this. RL

On my return I telephoned Mr. Johnson, Traffic Control Engineer, Salem, and discussed this situation. He indicated that this was not part of the application and if such a change was to be made to insure the project the City should be the one to initiate an amended application.

On Friday, December 11, 1970, I telephoned Mr. Vern Thorpe, and explained the above. He admitted that although no problem had materialized to date, he could not object to the idea the poles were potential hazards. He indicated he would request (through City-County) an estimate of cost for relocation and if the cost was within reason he would submit an amended project application.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
cc: F. B. Crandall
Dick Unrein
R. L. Lammert

OK/GLC

RECEIVED
NOV 23 1970

T-5019(3)
7616

November 17, 1970

MISC. CONTRACTS and
AGREEMENTS No. 4083

City of Medford
City Hall
Medford, Oregon 97501

Attention: D. F. Mason
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering the Riverside Avenue Corridor Signalization.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 10-31

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-7-70

BY (Signature): MR. YOUNG'S SEPTEMBER 30, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 17 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
17	T-5019(3)	0.0	46,800	29,700	RIVERSIDE AVE. AT STEWART AVE, BARNETT AVE., & 6TH ST. - MEDFORD	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS, ILLUMINATION & CHANNELIZATION.

10-7-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

NOTED E. R. KLABOE

Young 10-13-70

RECEIVED OCT 13 1970 STATE OF OREGON

RECEIVED OCT 13 1970 STATE HIGHWAY T-5019(3) 7616

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		10-7-70	for R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 6, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5019(3) - TOPICS
Riverside Avenue (Medford) Section
Location/Design Approval

Location/design approval in accordance with the provisions of Paragraph 10 of PPM 20-8 is hereby given for the construction of the TOPICS project at the three intersections on Riverside Avenue (Riverside Avenue and Barnette Road, Riverside Avenue and Stewart Avenue, and Riverside Avenue and Sixth Street) as requested in Mr. Young's October 1 letter.

REFERRED TO
cc to Young
By Asst. State Hwy. Engr.
10/9/70

NOTED
TOM EDWARDS

RECEIVED
OCT 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TOPS
Medford

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1970
ENGR. DSGR. GE AE DE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 1, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

ATTN: Mr. Glen Green

Location/Design Approval
Project T-5019(3)
Riverside Ave. (Medford) Sec.
Jackson County

Dear Sir:

We hereby request your approval of the location/design, as set forth hereinafter, for the subject project.

a. Location: The corridor is Riverside Avenue at its intersections with Stewart Avenue, Barnett Road and Sixth Street.

b. Design: The proposed design is as follows:

1. Riverside Ave. and Barnett Rd.: 3-phase, with provision for 3 additional phases, traffic signal controller including detectors for traffic actuation (volume density and pedestrian actuated), to replace present 3-phase full traffic actuated.

2. Riverside Ave. and Stewart Ave. - New 3-phase traffic-actuated signal (volume density and pedestrian actuated) including new signals and combination steel poles with mercury vapor luminaire mounted thereon for intersection illumination. Traffic control signing. Revision of existing traffic island, S.E. corner of intersection, to allow eastbound traffic in right lane to proceed straight through or right turn and left-hand lane to left turn only. The new traffic signals will be interconnected with railroad pre-emption for the R.R. crossing on Stewart Ave. approximately 100 feet west of Riverside Ave.

3. Riverside Ave. and Sixth St.: Pretimed traffic signals (T-Intersection), 2 phase, telephone interconnection, mercury vapor luminaire mounted on combination pole (N.E. corner).

The proposed project is exempt from PM 30-1-70 review and comment under working agreement with the State Clearinghouse dated April 28, 1970.

"Notice of Intent" was sent on August 21, 1970, to District #8 "Rogue Valley Council of Governments" and as said notice has lain before the Clearinghouse for more than 30 days without action, it is assumed that no adverse review or comments will be received on this project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project consists mainly of updating existing traffic signal installations, and therefore has no additional social, economic, and environmental impact.

We are enclosing a copy of the City of Medford's request for the proposed project, which describes the work to be done. We trust this enclosed data, with the hereinabove described location/design data will suffice as a location/design study report.

The description of the location/design for which we are requesting your approval has been published in the appropriate news media. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox
F. L. Hall
B. L. Gifford
R. N. Chase

RECEIVED
OCT 5 - 1970
FOR FILING

September 30, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one TOPICS project, Item No. 17, Project T-5019(3), which we desire to have included in the Federal-Aid TOPICS Highway Program as established by the 1968 Highway Act.

This project is exempt from IM 50-1-70 review under working agreement with the State Clearinghouse dated April 28, 1970.

The project "Notice of Intent" was submitted to District No. 8 "Rogue Valley Council of Governments" Clearinghouse on Aug. 21, 1970, and as said Notice has lain before the clearinghouse for more than 30 days without action, it is assumed that no adverse review or comments will be received on this project.

We are requesting your location/design approval for this project under a separate letter and we hereby request your authorization to proceed with all phases of preliminary engineering as programmed concurrent with your location/design approval.

Riverside Avenue is a Type I Primary Highway (US99) FAP3, and the intersecting streets are Type II Primary Highways. The project is primarily for the improved movement of traffic on Riverside Avenue (Type I Primary). This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the project is programmed under the provisions of paragraph 84 of PPM 21-18 using TOPICS funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

HHC:ia

MONTHLY TRANSACTION NO. 10-31

DATE SUBMITTED TO W. O. OCT 7 1970

FORM PR-1 (REV. 4-61)

FEDERAL

9-30-70

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–65: Riverside Ave. in Medford	ADT	PRESENT: 12,500	FUTURE (66): 20,000
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: P.E., Install Signals & Illumination	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70) / DA AREA (71)	EMERG. YR. (72)–(73): B-3
CARD 4	CLASS OF FEDERAL FUNDS: TOPICS				COUNTY NAME
	NAME OF URBAN AREA (17-31): Medford				ROUTE NO.: P

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED TOTAL ESTIMATED COST (59)–(66)	ESTIMATED FEDERA (67)
5	10			1	PE	3	Riverside Ave. (Medford) at Stewart Ave., Barnett Rd. & Sixth St.	0.0	2,800	1,7
5					ROW					
5	30			3	CONST (CODE) Y 008 Y 030 Y 031	3		0.0	44,000	27,9
							PROJECT TOTALS	0.0	46,800	29,7

RECEIVED
COUNTY & CITY
OCT 13

☐ ENGR. ☑ C.O.R. ☑
☑ UPE ☑ CE ☐ RE

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES: OCT 7 1970

FHWA OREGON DIVISION

TOPS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-30-70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	12,500	20,000	90	08	Oregon	35	077	17

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
			B-3		T-	5019	(3)	

COUNTY NAME: Jackson — CODE: 029

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	3	City	99

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	ESTIMATED PROJECT COST BY PHASES				
0.0	2,800	1,770	515	515 (City)	Preliminary Engr. all phases; Install traffic signals & illumination, minor channelization.
					ROW - 80' Max.; Access Control - None Parking Restrictions - Partial.
0.0	44,000	27,930	8,035	8,035 (City)	
0.0	46,800	29,700	8,550	8,550 (City)	

RECEIVED
COUNTY & CITY SECTION
OCT 13 1970
☐ ENGR. ☑ C.O.R. ☑ AE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS

Preliminary Engineering
Field Work - $ 500
PS&E Prep. - 2,300
$2,800

-over-

USCOMM DUSCOMM-DC 46905-P61

Existing Facilities: Each intersection as follows.

1. Riverside & Stewart: 3-phase fully traffic actuated signals.
   Riverside Ave. - North: 64' curb section, 4 lane with left-turn refuge.
   South: 48' pavement, 4 lanes, no curbs.
   Stewart Ave. - East and West: 40' pavement, 4 lanes, no curbs.

2. Riverside & Barnett: 3-phase fully traffic actuated signals.
   Riverside Ave. - North & South: 64' curb section with left-turn refuge.
   Barnett Road - East: 72' curb section, 4 lane with left-turn refuge.
   West: 52' curb section, 4-lane pavement.

3. Riverside & Sixth: No signals.
   Riverside Ave. - North & South: 38' curb section, 2 lane, 1 way northbound.
   Sixth Street - West: 40' curb section, 2 lane.

Project Data: Work at each intersection is as follows.

1. Riverside & Stewart:
   Install volume density and pedestrian activated five-phase sig
   Install mercury vapor, Type II 400 watt, 240 volt luminaires.
   Reconstruct existing concrete island to allow straight through
   eastbound traffic on right lane of Stewart Ave. Install neces
   sary traffic control signs and do minor sidewalk repair. Pre
   signal is fully traffic actuated three-phase system.

2. Riverside & Barnett:
   Install volume density and pedestrian actuated five-phase traf
   signal with provision for three additional phases. Present si
   nalization, 3-phase fully traffic actuated signals. Install
   necessary additional traffic detectors. No new channelizatio
   or striping.

3. Riverside & Sixth:
   Install interconnected pretimed two-phase traffic signals. Th
   is a "T" intersection and present traffic control is a stop s
   on 6th. Interconnection with existing signals on Riverside A
   will be by telephone. Install one mercury vapor, Type II, 400
   watt, 240 volt luminaire. Provide necessary traffic control
   signing and minor sidewalk replacement. City will do necessa
   striping.

System Action: Tentative Type II FAP System approved by FHWA Nov. 12, 1969.

Railroads: Crossing of Southern Pacific tracks on Stewart Avenue approximately 100 feet west of Riverside Ave. New signal will be interconnected with railroad pre-emption.

Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearing: None required under provisions of para. 6c of PPM 20-8.

State Clearinghouse: Exempt from review and approval per working agreement dated April 28, 1970.

District 8 Clearinghouse: Notice of Intent was sent on August 21, 1970 to District #8 "Rogue Valley Council of Governments" clearinghouse and as said notice has lain before the clearinghouse for more than 30 days without action, it is assumed that no adverse review or comment will be received on this project.

Relocation Assistance Payments: None involved as no additional right of way is required.

Part 1 of 3 parts
All 3 Parts to be 1 project

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY: MEDFORD

SECTION: Riverside Avenue (FAP 3, Type 1)
Corridor Signalization
Sixth Street (FAP Type II)

PROPOSED WORK: Install traffic signals, intersection lighting and traffic control signing.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$10,000	$6,000	$4,000	$4,000	
Preliminary Engineering:	FIELD $500		P.S. & E. PREPARATION	$2,300	

(Note: P.E. costs listed are for entire project.)

EXISTING FACILITIES: Riverside-North and South: 2 lane, 1-way northbound, 38' curb to curb with parking on both sides.
Sixth Street West: 2 lane, 40' curb to curb with parking on both sides.

ADJACENT FACILITIES: Same

PROJECT DATA: Install interconnected pretimed two-phase traffic signals. This is a "T" intersection and present traffic control is a stop sign on 6th. Interconnection with existing signals on Riverside Avenue will be by telephone. Install one mercury vapor, Type II, 400 watt, 240 volt luminaire. Provide necessary traffic control signing and minor sidewalk replacement. City will do necessary striping.
PROJECT NO.: T-5019( )

ADDITIONAL RIGHT OF WAY: None required.

SYSTEM ACTION: itative FAP Type II System approved by FHWA Nov. 12, 1969.

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required

ROUTE DATA:

STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970

DISTRICT 8 CLEARINGHOUSE APPROVAL:

HEARING: None required - Paragraph 6c PPM 20-8, within existing right of way.
ACCESS CONTROL: None
ADT: 1970 - 14,000 1990 - 19,600
Parking Restrictions: None

8/27/70

Part 2 of 3 Parts

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September15, 1970

CITY: Medford

SECTION: Riverside Avenue Corridor Signalization
Barnett Road (FAP Type II)

PROPOSED WORK: Install traffic signals and detectors

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$10,000	$6,000	$2,000	$2,000	
Preliminary Engineering:	FIELD (See note in Part 1)		P.S. & E. PREPARATION		

EXISTING FACILITIES: Riverside-North and South: 64' curb to curb, 4-lane with left turn refuges.
Barnett-East: 72' curb to curb, 4-lane with left turn refuge.
West: 52' curb to curb, 4-lane

ADJACENT FACILITIES: Same

PROJECT DATA: Install volume density and pedestrian actuated five phase traffic signal with provision for three additional phases. Present signalization, 3-phase fully traffic actuated signals. Install necessary additional traffic detectors. No new channelization or striping.

PROJECT NO.: T-5019 ( )

ADDITIONAL RIGHT OF WAY: None

SYSTEM ACTION: See Part I

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required.

ROUTE DATA: --

STATE CLEARINGHOUSE APPROVAL: See Part I

DISTRICT ____ CLEARINGHOUSE APPROVAL: See Part I
ACCESS CONTROL: None
HEARING: None required - Paragraph 6c, PPM 20-8, within existing right of way
PARKING RESTRICTIONS: None
ADT: 1970 - 13,300 1990 - 20,000

8/27/70

Part 3 of 3 Parts

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY: Medford

SECTION: Riverside Ave. Corridor Signalization
Stewart Avenue (FAP Type II)

PROPOSED WORK: Install traffic signal, intersection lighting and traffic control signing. Do minor channelization.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$24,000	$14,400	$4,800	$4,800	
Preliminary Engineering:	FIELD	(See Part I)	P.S. & E. PREPARATION		

EXISTING FACILITIES: Riverside - North: 64' curb to curb, 4 lanes with left turn refuge
South: 48' pavement, no curbs, 4 lanes
Stewart - East & West: 40' pavement, no curbs, 4 lanes

ADJACENT FACILITIES: Same

PROJECT DATA: Install volume density and pedestrian activated five-phase signal. Install mercury vapor, Type II, 400 watt, 240 volt luminaires. Reconstruct existing concrete island to allow straight through eastbound traffic on right lane of Stewart Avenue. Install necessary traffic control signs and do minor sidewalk repair. Present signal is fully traffic actuated three phase system.

PROJECT NO.: T 5019 ( )

ADDITIONAL RIGHT OF WAY: None required.

SYSTEM ACTION: See Part I

RAILROADS: Crossing on Stewart Avenue approximately 100 feet west of Riverside Ave. New signal will need to be interconnected with railroad pre-emption.

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required

ROUTE DATA: --

STATE CLEARINGHOUSE APPROVAL: See Part I

DISTRICT ____ CLEARINGHOUSE APPROVAL: See Part I

ACCESS CONTROL: None

HEARING: None required, Paragraph 6c, PPM 20-8, within existing right of way

PARKING RESTRICTIONS: None

ADT: 1970 - 12,500 1990 - 20,000

8/27/70

TOPS

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON

September 4, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Dick Bladorn

Dear Mr. Cox:

Thank you for your letter of September 1, 1970, answering our request for the salvage value of certain traffic signal equipment at the intersections of Riverside with Stewart Avenue and Barnett Road in Medford.

The City has elected to not purchase the equipment which will be replaced by the projected TOPICS projects at these locations.

We have other locations coming up in the near future for signal modernization, and the City may want to purchase the existing equipment at these locations at that time.

Thank you for your consideration and service.

Very truly yours,

Vernon Thorpe
Public Works Director

RECEIVED
COUNTY & CITY SECTION
SEP - 9 1970
By
ENGR. COOR. DE AE US
UPE CE RE RPE

R. D. Kortt
Assistant Traffic Engineer

RDK:rw

9-9-70
CC: F.B. Crandall
Glen Clark

September 1, 1970

Mr. R. D. Kortt
Assistant Traffic Engineer
City Hall
Medford, Oregon 97501

Dear Bob,

Our Traffic Section has investigated your request for the salvage value of certain traffic signal equipment and has determined this value to be as follows:

Barnett Road	900.00
Stewart Avenue	$2,200.00
Total Salvage Value	$3,100.00

If this salvage value is acceptable, please so inform this office and designate a location where the contractor may stockpile the salvaged equipment.

Your earliest consideration of this matter would be appreciated as we will need to know your intentions for programming purposes.

Very truly yours,

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer

RB:ljt
cc: Glen Clark

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1970
ENGR. COOR. DE AE UE
UPE LE RE RPE

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1970

SUBJECT: Salvage Value
Traffic Signal Equipment
Medford TOPICS Projects

To: H. S. Cox
County-City Engineer

B U I L D I N G

Attention: Richard Bladorn

In response to the request in your letter of August 6 we offer the following in the way of salvage value for the traffic signal equipment which will be removed from various intersections under the Medford TOPICS project.

Riverside Avenue at Barnett Road	$ 900
Riverside Avenue at Steward Avenue	$2,200

L. E. George
Operations Engineer

VPJ:bls

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

SP*52478-794

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Riverside Avenue (Medford) Date August 21, 1970

Highway Rogue Valley Authorization No. 1

County Jackson Region 3 Survey Prefix 15-0603 (Assigned by Salem office)

Description of termini, route, length, etc.: This project is located at the following intersections in the City of Medford:

6th Street and Riverside Avenue, M.P. 6.82, Rogue Valley Highway
Barnett Road and Riverside Avenue, M.P. 7.87, Rogue Valley Highway
Stewart Avenue and Riverside Avenue, M.P. 8.09, Rogue Valley Highway

Purpose of survey: To prepare plans and specifications for installing traffic control systems, traffic control signing, and intersection illumination at the above mentioned intersections.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

T-5019 (3)

Estimate of cost:

Field Survey	(901)	$500
Final Design	(905)	100
Traffic	(911)	2,000
Specs	(921)	200

Total estimated cost of survey . . . . . $ 2,800.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

Bill E Brown
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Asst Traffic Design Engineer

Approved:

Ass't State Highway Engineer

State Printing 63035

PROGRAM & PLAN. DIV.
P. E. APPR. 10-7-70
FED. - AID ..... STATE .....

FORM L-20 (REV. 10-68)

OCT 21 1970

T-5019(3)
7616 FILES

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 21, 1970

To: Mr. D. J. Barbee
Design Engineer
S A L E M

Attention: P. L. Carstensen

SUBJECT: Authority for Surveys
Riverside Avenue (Medford) Sect.
Rogue Valley Highway
Jackson County
and
Garden Valley Boulevard & Stephens Street (Roseburg) Section
Oakland-Shady Highway
Douglas County

Attached please find two Authority for Survey requests for the above subject TOPICS projects.

These Authority for Surveys were initiated per letter from County and City Section dated August 18, 1970.

C. Anderson

C. ANDERSON
Engineer-Designer

CA:ejb
Attach.

Routing

1/2 Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
AUG 24 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carsten CARSTENSEN

BP 82478-734

RECEIVED
AUG 24 1970
FOR FILING

T. 5C 19(13)
D616

- Phone 378-4569

August 21, 1970

Rogue Valley Council of Governments
Jackson County Courthouse
Medford, Oregon 97501

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid TOPICS — Corridor Signalization (Medford) Sec. Riverside Ave. (FAP 3, Type 1) Jackson County

This project is exempt from State clearinghouse review under the State clearinghouse working agreement.

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

cc: R. E. Simpson, EPR
F. E. Klabee
D. J. Barbee
D. H. Mockring
H. S. Cox
B. L. Gifford
R. M. Chase
R. L. Lammert
C. T. Kenney

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Corridor Signalization (Medford) Sec., Riverside Ave. (FAP 3, Type 1)
Jackson County

August 21 19 70

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. **Project Location**

Administrative District Eight (8) City Medford

County Jackson Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid TOPICS

Authorizing Legislation Title 23, U.S.C. Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application.....

4. **Estimated Project Cost**

Federal Share $ 26,400
Loan..... Grant X
Local Applicant Share (City of Medford)
(if any) $ 8,800

State Agency Share $ 8,800

Other (Specify) $ --

Total $ 44,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....

5. **Period Covered by Projects**

Beginning date November 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) Six months

Approximate ending date April 1971

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** October 1, 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

CORRIDOR SIGNALIZATION (MEDFORD) SECTION, Riverside Ave., (FAP 3, Type I)

This project is to consist of preliminary engineering, traffic control signals, signing and incidental work to increase capacity and safety of the existing facility.

Proposed Work:

Install interconnected pretimed traffic control signal at the intersection of Riverside Avenue and 6th Street (FAP, Type II) and provide intersection illumination and traffic control signing.

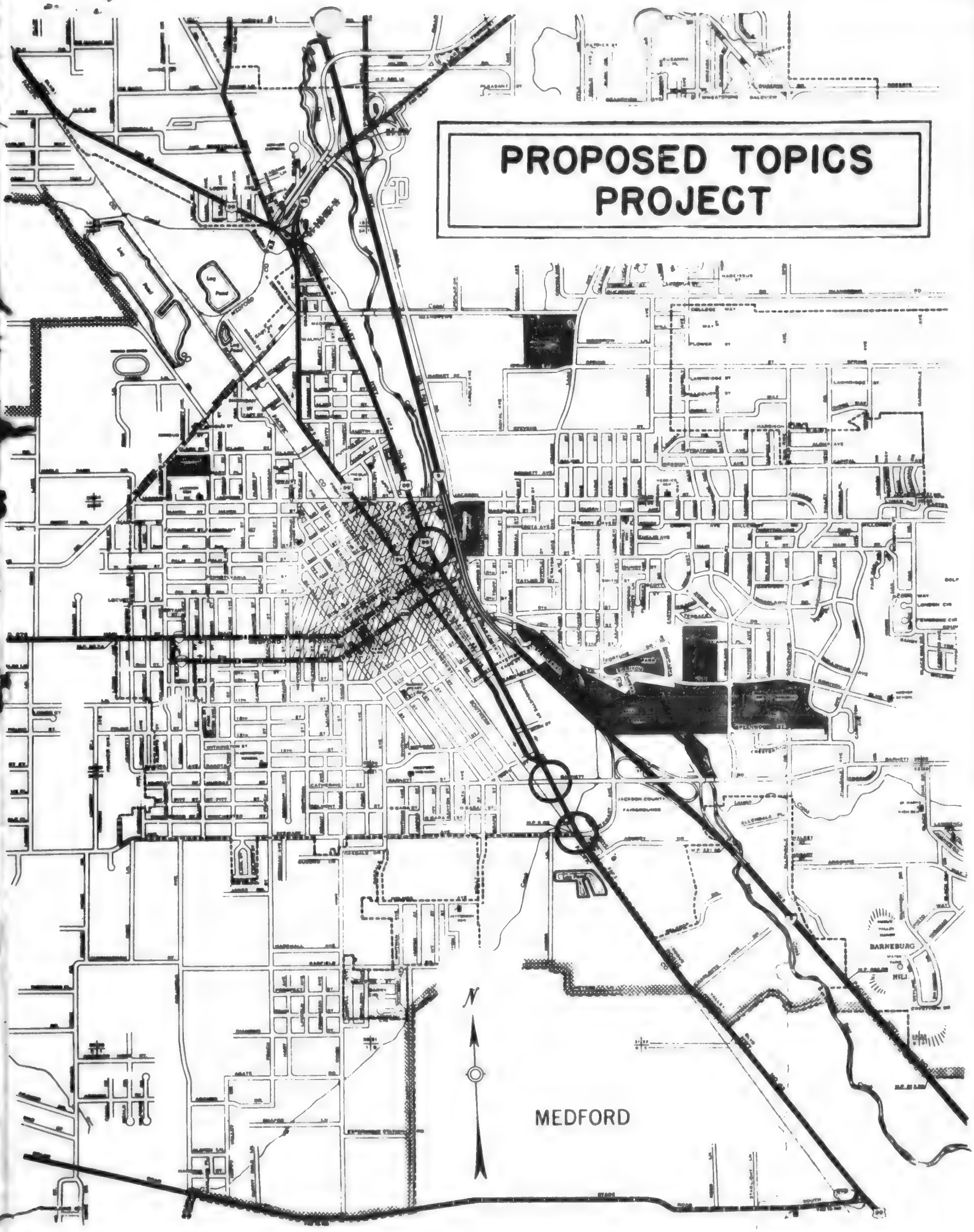
Replace existing 3-phase traffic actuated signal controller with new 5-phase solid state traffic controller at the intersection of Riverside Avenue and Barnett Road (FAP, Type II) and provide traffic detectors.

Replace existing 3-phase traffic actuated signal installation with fully traffic actuated 5-phase solid state signal system at the intersection of Riverside Avenue and Stewart Street (FAP, Type II) interconnected with railroad preemption on Stewart Street. Also provide intersection illumination, traffic control signing and minor channelization.

This project is related to the "Goals for a Livable Oregon" by increasing capacity and safety of an existing facility.

See attached map for geographical location.

PROPOSED TOPICS PROJECT



Form E-20—2M—3-55

OREGON STATE HIGHWAY DEPARTMENT

F-5019( )

AUTHORITY FOR SURVEY

Section Riverside Avenue (Medford)

Highway Rogue Valley

County Jackson Region 3

Date August 21, 1970

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: This project is located at the following intersections in the City of Medford:

6th Street and Riverside Avenue, M.P. 6.82, Rogue Valley Highway
Barnett Road and Riverside Avenue, M.P. 7.87, Rogue Valley Highway
Stewart Avenue and Riverside Avenue, M.P. 8.09, Rogue Valley Highway

Purpose of survey: To prepare plans and specifications for installing traffic control systems, traffic control signing, and intersection illumination at the above mentioned intersections.

Estimate of cost:

Field Survey	(901)	$500
Final Design	(905)	100
Traffic	(911)	2,000
Specs	(921)	200

Total estimated cost of survey . . . . . $ 2,800.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

Bill E. Brown
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

ASST TRAFFIC ~~Design~~ Construction Engineer

Approved:

Ass't State Highway Engineer

PROGRAM & PLAN. DIV.

P. E. APPR. .....

FED. - AID TOPICS STATE .....

State Printing 83935

TOPS

Mr. Archie Twitchell
City Manager
City Hall
Medford, Oregon 97501

August 18, 1970

Dear Mr. Twitchell:

On August 18, 1970 the Oregon State Highway Commission approved the City of Medford's request for a Federal Aid TOPICS project on Riverside Avenue at Sixth Street, Barnett Road, and at Stewart Avenue. Attached for your information is a summary of this project.

We will now proceed to file the necessary "Notices of Intent" and will program the preliminary engineering with the Bureau of Public Roads upon proper clearance. Design of the project will proceed once the Bureau grants its approval. In the near future, we will prepare and forward to you an agreement to cover the project particulars.

Very truly yours,

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Attachment

bc: F. B. Crandall
C. T. Keasey

RECEIVED
COUNTY & CITY SECTION
AUG 18 1970
ENGR. COOR. CE RE RPE

RECEIVED
FOR FILING
I-5017(3)
7616

August 11, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented at the August 18 meeting requests for Federal-aid TOPICS projects from the Cities of LaGrande, Lake Oswego, Medford, Newport, and Roseburg.

The Cities of LaGrande and Newport are requesting that the State develop an Areawide TOPICS Plan for their respective urban areas which will determine TOPICS projects and their priorities. These studies are estimated to cost approximately $4,000 for LaGrande and $3,000 for Newport, of which $800 and $600 respectively is the estimated State's share.

The City of Lake Oswego is requesting the installation of traffic control signals at five intersections, one on Boones Ferry Road, one on Country Club Road, and three on "A" Avenue in the central business district. The TOPICS funds for this project are estimated at $94,000, of which $15,300 will be the cost to the State.

The City of Medford is requesting the installation of one new traffic control signal and the revision of two existing traffic control signals on Riverside Avenue. The new signal will be at Sixth Street and the revised signals will be at Barnett Road and Stewart Street. The TOPICS funds for this project are estimated at $44,000, of which $8,500 will be the cost to the State.

The City of Roseburg is requesting the revision of signalization, concrete island removal, channelization, minor widening, and striping of left-turn refuges on Stephens Street at Garden Valley Boulevard. The TOPICS funds for this project are estimated at $37,000, of which $7,300 will be the cost to the State.

These projects have been investigated and are eligible for funding under the Federal-aid TOPICS program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. D. Asburry
C. T. Keasey
H. S. Coulter

RB:lat fn

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
La Grande	La Grande Urban Area Areawide TOPICS Plan	$ 4,000	$ 800
Lake Oswego	TOPICS Signalization Traffic control signals	84,000	16,800
Medford	Riverside Avenue Corridor Signalization Traffic control signals	44,000	8,800
Newport	Newport Urban Area Areawide TOPICS Plan	3,000	600
Roseburg	Stephens ~~Stevens~~ Street at Garden Valley Boulevard Signals and channelization	39,000	7,800
	TOTAL	$174,000	$34,800

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$ 2,743,000	$ 2,743,000
Approved Projects (corrected to date)	1,183,700	1,183,700
Unprogramed Balance	1,559,300	1,559,300
Projects proposed 8/18/70	174,000	174,000
Unprogramed Balance	$ 1,385,300	$ 1,385,300

CITY OF MEDFORD
PROPOSED TOPICS PROJECT (1970 Funds)

Riverside Avenue (FAP 3, Type I) Corridor Signalization (Medford) Section. Traffic control signals, $44,000.

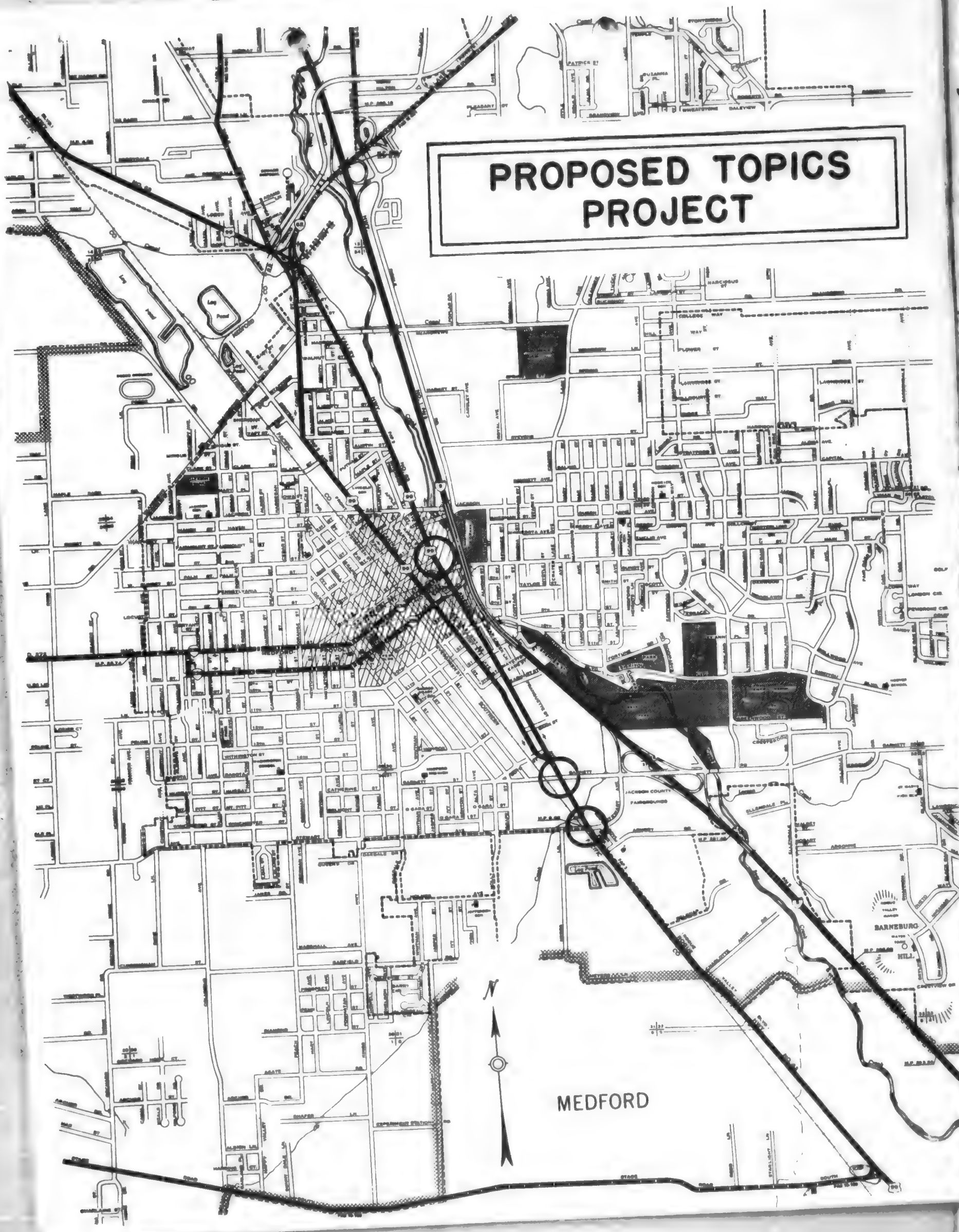
Install interconnected pretimed traffic control signal at the intersection of Riverside Avenue and 6th Street (FAP, Type II) and provide intersection illumination and traffic control signing.

Replace existing 3-phase traffic actuated signal controller with new 5-phase solid state traffic controller at the intersection of Riverside Avenue and Barnett Road (FAP, Type II) and provide traffic detectors.

Replace existing 3-phase traffic actuated signal installation with fully traffic actuated 5-phase solid state signal system at the intersection of Riverside Avenue and Stewart Street (FAP, Type II) interconnected with railroad preemption on Stewart Street. Also provide intersection illumination, traffic control signing and minor channelization.

A public hearing will not be required.

PROPOSED TOPICS PROJECT



Jackson TOPICS

August 10, 1970

Mr. Archie J. Twitchell
City Manager
City Hall
Medford, Oregon 97501

RECEIVED
COUNTY & CITY SECTION
AUG 10 1970
ENGR. COOR. CE AE SE
UPE SE RE RPE

Dear Mr. Twitchell:

#3

The TOPICS request submitted by the City of Medford on July 23, 1970, for signalization on Riverside Avenue will be submitted to the Highway Commission for approval at the August 18, 1970, meeting. That portion of the proposed project at Riverside Avenue and Crater Lake Highway has been deleted at the request of the Bureau of Public Roads. They are reluctant to approve this project due to the possible need for greater improvement to the entire interchange area than that proposed and that the present request will not make a material change in traffic operations but would only reduce maintenance problems. We estimate that the remaining portion of this project will cost $44,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:lat

MEMO TO THE FILES
July 31, 1970

Re: Proposed Medford TOPICS Project
Intersection of Riverside Avenue
and Crater Lake Highway

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1970
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Paul Riedl of the Bureau of Public Roads called in reference to that portion of the proposed Medford TOPICS project at the intersection of Riverside Avenue and the Crater Lake Highway.

Bureau of Public Roads' feelings are that the portion of the project to replace an existing three-phase controller with a new three-phase controller falls under safety and therefore is questionable. They would approve it if it is part of a "Stage Construction" but would rather omit this portion of the total project until a reevaluation of the entire interchange area is made.

It was suggested that Medford be contacted for their feelings before any action is taken.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

8-3-70 9AM Called GLEN CLARK RE: ABOVE. HE TENDS TO GO ALONG WITH B.P.R. THINKING. HE SAID HE WOULD CONTACT CITY AND EXPLAIN. HE STATED THAT CITY AND STATE MAY GO AHEAD WITH THE ADDITIONAL SIGNAL INDICATIONS ON A 50-50 BASIS. THIS OFFICE WILL SUBMITT THE OTHER 3 INTERSECTION IN CITY'S REQUEST TO THE HWY. COMM. AT ITS Aug 18. MEETING

See 11-24-70 Traffic Signal Agree
Hwy 22 @ Hwy 63
Medford

RECEIVED
JUL 24 1970
ENGINEER
COUNTY & CITY DIVISION

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

July 23, 1970

Mr. H. S. Cox
City and County Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Sir:

Enclosed are applications for four projects to be included in the TOPICS Program.

The estimated cost of these four projects was supplied by Mr. C. T. Keasey, Division Engineer, under letter dated July 9, 1970. These four projects are as follows:

#1. New 5 phase solid state controller at US99 and Barnett Road $10,000

#2. New 5 phase solid state controller, railroad preemption, mast arm installation and current standard number and size indications .$24,000

~~#3.~~ New 3 phase solid state controller plus additional signal indication for east to north ORE62 traffic at junction of ORE62 and US99 . . . . . .$ 6,000

Eliminated →

(See 11/24/70 Agreement for comp proj

~~4~~ 3 New 2 phase pretimed traffic signal at 6th and US99 (northbound). $10,000

TOTAL OF FOUR PROJECTS $50,000

We would like to suggest that these four projects be included in a single contract in the interest of economy.

We are also enclosing copies of the resolution authorizing the City Manager to sign these applications.

Very truly yours,

Vernon Thorpe
Public Works Director

NOTED
TRAFFIC CONTROL
ENGINEER

VT:pt
Enclosures

RECEIVED
JUL 24 1970
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION NO. 825

A RESOLUTION authorizing the City Manager to make application for Federal funds to assist in street development under the TOPICS Program.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MEDFORD, OREGON, that Archie Twitchell, the City Manager of the City of Medford, Oregon, is authorized to sign in the name of the City, all applications for Federal funds and grants for street projects and improvements within the TOPICS Program.

PASSED by the Council and signed by me in open session in authentication of its passage this 19th day of March, 1970.

John L. Duncan
ACTING Mayor

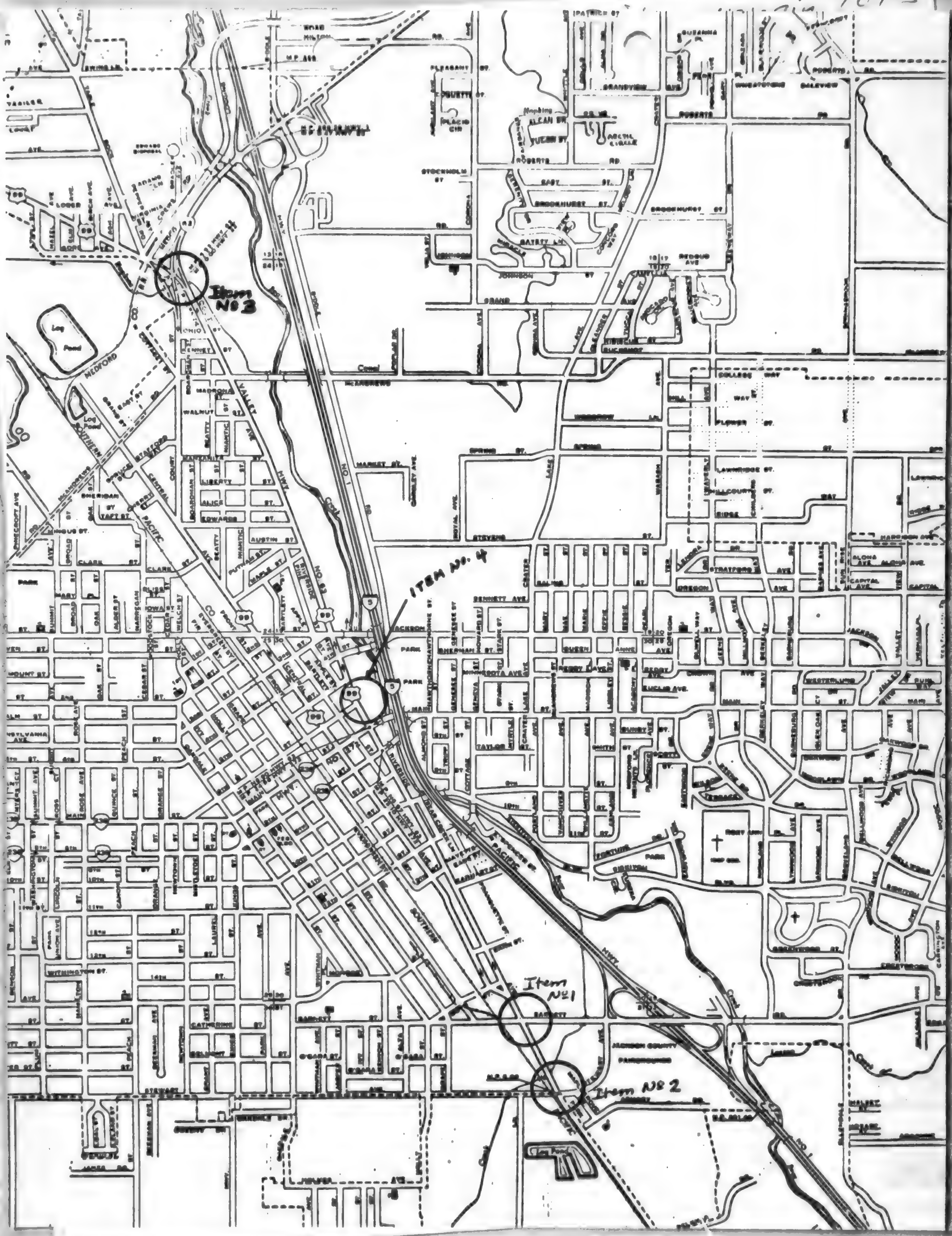
ATTEST:

D. J. Hansen
City Recorder

APPROVED by me this 23 day of March, 1970.

Wm. L. Lynch

TOPS


Item No 3
Item No 4
Item No 1
Item No 2
MEDFORD
WALNUT
HARRISON
LIBERTY
ALICE
EDWARDS
AUSTIN
MAPLE
CLARK
SHERIDAN
TAFT
HIGUS
PARK
MARY
IOWA
JACKSON
MAIN
SOUTHERN PACIFIC
Canal
NO. 1 CANAL
NO. 2 CANAL
HARKNESS
MARKET ST.
STEVENS
BENNETT AVE
BARNETT
STEWART
WITHINGTON ST.
JOHNSON
BRAND
BROOKHURST
ROBERTS
PLEASANT
COQUETTE
STOCKHOLM
PATRICK ST.
GRANDVIEW
ALEAN DR.
ARCTIC CIRCLE
BAYETT AVE.
REDOUD AVE
HIBISCUS ST.
BUCKHORN
COLLEGE WAY
LAWNRIDGE ST.
WILLCOUTT
RIDGE
STRATFORD AVE
CAPITAL AVE
SLOANE AVE
ALDINE AVE
HARRISON AVE
QUEEN
TAYLOR
SMITH
PORTER
TERRACE
10TH
11TH
12TH
13TH
14TH
15TH
16TH
17TH
18TH
19TH
20TH
VOLUNTARIA AVE
MOUNT ST.
JACKSON COUNTY FAIRGROUNDS
Log Pond
Log Pond
I-5
99
238
MP 488
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MP 500

Pick Unrein TOPS Medford

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

July 9, 1970

Mr. Vernon Thorpe
Director of Public Works
City Hall
Medford, Oregon, 97501

Dear Mr. Thorpe:

This will acknowledge Mr. Kortt's letter of July 6, 1970, and your telephone call to Mr. Clark of this office concerning the City's intention of submitting five proposals for consideration as TOPICS projects.

For rough budget purposes listed below are the cost estimates requested:

#1. New 5 phase solid state controller at US99 and Barnett Road . . . . . $10,000 — $12,000

#2. New 5 phase solid state controller, railroad preemption, mast arm installation and current standard number and size indications . . $24,000

#3. New 3 phase solid state controller plus additional signal indication for east to north ORE62 traffic at junction of ORE62 and US99 . . . . . $ 6,000

#4. New two phase pretimed traffic signal at 6th and US99 (northbound). $10,000

#5. New two phase pretimed traffic signal at 4th and Bartlett $12,000

$62,000

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD BLADORN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWE

July 9, 1970

Mr. Vern Thorpe

Please consider submitting each of these projects individually. It would be assumed that all might possibly be included in a single contract thus increasing the chance of obtaining uniform control equipment.

Very truly yours,

C. T. KEASEY
Division Engineer

GLC:ejb
cc: F. B. Crandall
R. L. Lammert
R. Unrein

NOTED
DON HARWELL

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON

July 6, 1970

Mr. Glen Clark
Division Traffic Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

The City of Medford will be submitting a request in the very near future for the second priority project under the TOPIC'S program.

Tentatively this next project will include signal modernization, new signal installation and illumination at the following locations:

Estimated cost = $42,000

1. Barnett Road and Riverside Avenue — $10,000
2. Stewart Avenue and Riverside Avenue — 9,000
3. Intersection U. S. 99 and State Highway 62 — 6,000
4. Sixth Street and Riverside Avenue — 10,000
5. Fourth Street and Bartlett Street — 12,000

It would be our intent to try to include all of these intersections as one project which should cut down some of the administrative cost and paper work. Also, we could obtain like controllers at several locations which would be beneficial for maintenance purposes.

Above list is not final at this time and must yet be approved by the City Council, and is being forwarded to you for your information only.

Very truly yours,

R. D. Kortt
Assistant Traffic Engineer

RDK:rr

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

GOLF COURSE
HARRISBURG
COAL MINE RD.
CAMPBELL ROAD
GLENWOOD RD
SOUTH ROAD
LEGEND
INTERSTATE SYSTEM
PRIMARY SYSTEM
SECONDARY SYSTEM-STATE
SECONDARY SYSTEM-COUNTY
AID SECONDARY-LOCAL
OF FA SYSTEM
OF ROUTE
WAY
HWAY-NO. OF LANES
FOR TRAVEL
ATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDRY
MEDFORD
URBAN AREA MAP
September, 1969
SCALE IN FEET
800 0 800 1600 2400

LEGEND
STREET DEDICATED BUT NOT OPEN
STREET OPEN FOR TRAVEL
UNDIVIDED HIGHWAY-NO. OF LANES
DIVIDED HIGHWAY
TERMINATION OF ROUTE
TERMINATION OF FA SYSTEM
OTHER FEDERAL AID SECONDARY-LOCAL
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNT
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID INTERSTATE SYSTEM
CITY LIMITS
R.R.DEPOT
CITY CENTER
SCHOOL
POST OFFICE
STATE NUMBERED
U.S.NUMBERED
INTERSTATE NUMBE
CAMPUS
MAIN
STATE
ORCHARD
ALAMAR
BROADVIEW
SUNSET
MADRONA
PROVOST
HWY
No. 273
Mt. MAIN

FOUR CORNERS
LAKE
CENTER
COOK
BUTTE

CENTRAL POINT
MEDFORD MUNICIPAL AIRPORT
MIDWAY
HAMRICK RD
HEAD ROAD
GRAND AVE
HOPKINS ROAD
HEMLOCK
PITT VIEW RD
SNOWY BUTTE RD
CHESTNUT ST
ASHLEY PL
HAZEL ST
PECH RD
AIRPORT
CRATER HWY
LAKE
Log Pond
Creek
PACIFIC HIGHWAY
SOUTHERN PACIFIC

RECEIVED
JUL 24 1970
ENGINEER
& CITY DIVISION

(1)

TOPICS PROJECT REQUEST - ITEM Nº 1 OF 4

Date June 18, 1970

Name of City Medford
Major Street Name Riverside Ave. (So. Pacific Hwy.)
Section Name Intersection of Riverside Ave. & Barnett Rd.

Location of Project (Attach sketch map) Length Intersection Only
On Which System? Primary I ✓ Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Riverside Ave. is U.S. Hwy. 99

Describe Project Installation of 2 new traffic signal controller including detectors.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Riverside Ave. and Barnett Rd

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated ✓
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated ✓
      (d.) Pedestrian actuated ✓

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple ✓ 5 phase, with provisions for three additional phases.

4. Is interconnection for coordination necessary? NO Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: Full traffic actuated, 3-Phase,
   _____

8. Other Remarks: _____
   _____
   _____

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: NONE
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: NONE

2. Desired Work: _____

3. Typical Section: Existing

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: _____

7. Traffic Control Signing:
   a. To be part of project? NO
   b. By City? _____ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? NO
   b. By City? _____
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: NONE _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
   Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
   b. By City? _____
   c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
    b. By Contractor? _____
    c. Traveled surface: Type _____
    Width _____ ft.
    d. Shoulders: Type _____
    Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
    b. Use for Detour? _____
    c. Removed by City? _____
    d. Removed by Contractor? _____
    e. Salvaged by Contractor for City? _____
    (NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: 80 ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? NO Explain: _____

3. Shall State prepare right-of-way descriptions? _____

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? _____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _____ Name of Owner _____ _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad N/A

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 140,000

2. Estimated Cost of Requested Project $ 10,000.

3. Date Match Money is Available: _____

4. Will there be any 100% City money? NO

5. Maximum Amount of 100% City Money: $ _____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 19th day of March, 1970, adopted Resolution No. 825 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Gordon Hunteloff

By _____

RECEIVED
JUL 24 1970
ENGINEER
COUNTY & CITY DIVISION

(2)

TOPICS PROJECT REQUEST - ITEM No. 2 OF 4

Date June 18, 1970

Name of City Medford
Major Street Name Riverside Ave. (So. Pacific Hwy.)
Section Name Intersection of Riverside and Stewart

Location of Project (Attach sketch map) Length Intersection Only
On Which System? Primary I ✓ Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Riverside Ave. is U.S. Hwy. 99. The south side of Stewart Ave. West of Riverside is in Jackson County.

Describe Project Installation of a new traffic signal system at this intersection, including modernization of all material and Hardware. Installation of new street lighting luminaires in conjunction with new signals.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Riverside Ave. and Stewart Ave.

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated ✓
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated ✓
      (d.) Pedestrian actuated ✓

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple ✓ 5 Phase

4. Is interconnection for coordination necessary? NO Remarks: Request OSHD study feasibility of a background cycle and make recommendation. (Between Barnett & Stewart)
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm ✓ (stewart)
   b. Span Wire _____
   c. Signal Bridge ✓ Monotube (Riverside)

6. Paint Color Desired: Grey

7. Present Signalization: Full traffic Actuated, 3-Phase

8. Other Remarks: Combination poles to provide adequate mounting height for street lighting.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Riverside & Stewart Intersection

2. Type: a. Mercury Vapor ✓
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III ✓
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:

a. 175	____	d. 700	____
b. 250	____	e. 1000	____
c. 400	✓		

5. Luminaire Spacing: One unit each corner, approx. spacing 85 ft.

6. Maintained Intensity: 1.2 f.c.

7. Uniformity Ratio: 5:1

8. Proposed Mounting Height:

a. ~~30 ft.~~ 32'-6"		c. 45 ft.	____
b. 40 ft.	____	d. 50 ft.	____

9. Pole Type: a. Wood ____
b. Steel ✓ (combination signal & lighting)
c. Aluminum ____

10. Operating Voltage:

a. 120	____	c. 480	____
b. 240	✓	d. Series	____

11. Type of Wiring: a. Overhead ____
b. Underground ✓

12. Present Illumination: 2 mercury vapor on steel signal poles one Incandescent on Wood power pole.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Riverside & Stewart Intersection

2. Desired Work: Re-Design existing traffic island, SE corner of intersection to allow E.B. traffic in right hand lane to proceed straight thru or turn Right. Left hand lane will be Left Turn Only.

3. Typical Section: Existing

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: _____

7. Traffic Control Signing:
   a. To be part of project? Yes
   b. By City? _____ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? _____
   b. By City? ✓
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: Some sidewalk will need replacing due to signal pole re-location.

Footnotes:

IV. STRUCTURE DATA:

1. Location: NONE _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: 80 ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? _____

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? _____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _____ Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? YES Location: Approx. 100 ft. to the West on Stewart Ave.

Footnotes: R/R crossing gates have been installed. R/R preemption Sequence unit is to be put into operation this summer. Similar unit will be required in new signal system.

a. Name of Railroad N/A

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 140,000.

2. Estimated Cost of Requested Project $ 24,000.

3. Date Match Money is Available: _____

4. Will there be any 100% City money? No

5. Maximum Amount of 100% City Money: $ _____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 19th day of March, 1970, adopted Resolution No. 825 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Archer Hurlbut

By _____

(3)

RECEIVED
JUL 24 1970
ENGINEER
JUNTY & CITY DIVISION

TOPICS PROJECT REQUEST - ITEM NO. 3 OF 4

Date June 18, 1970

Name of City Medford
Major Street Name Riverside Ave. (No. Pacific Hwy.)
Section Name Intersection of U.S. 99 and S.H. 62

Location of Project (Attach sketch map) Length Intersection Only
On Which System? Primary I ✓ Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Both intersecting Highways are on State Hwy. System.

Describe Project Installation of a new traffic signal controller and additional signal indications.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Intersection of U.S. 99 and S.H. 62

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated ✓
      (a.) Full traffic-actuated ✓
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

Footnotes:

See 11-24-70 Traffic Signal Agree
Hwy 22 @ Hwy 63
added pole — not TOPICS

T-1-69

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three ✓
   c. Multiple _____

4. Is interconnection for coordination necessary? NO Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: Full traffic actuated, 3-phase Automatic 1826N controller.

8. Other Remarks: Controller mounted on traffic pole only two ft. from U.S. 99 Northbound and has been hit several times causing extensive damage.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: NONE
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground _____

12. Present Illumination: _____

_____

_____

_____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: NONE

2. Desired Work: _____

3. Typical Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C. _____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: _____

7. Traffic Control Signing:
   a. To be part of project? [redacted] NO
   b. By City? _____ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? _____
   b. By City? ✓
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: NONE _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? NO Explain: _____
   _____
   _____

3. Shall State prepare right-of-way descriptions? _____

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? _____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: _____
   _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: _____
   _____
   _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _____ Name of Owner _____
   _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____
   _____

10. Are there any railroad crossings? _____ Location: _____
    _____

_____

Footnotes:

a. Name of Railroad N/A

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 140,000

2. Estimated Cost of Requested Project $ 6,000.

3. Date Match Money is Available: _____

4. Will there be any 100% City money? No

5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 19th day of March, 1970, adopted Resolution No. 825 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Arden Mercer

By _____

RECEIVED
JUL 24 1970
ENGINEER
COUNTY & CITY DIVISION

(4)

TOPICS PROJECT REQUEST - ITEM No. 4 OF 4

Date 7-2-70

Name of City MEDFORD
Major Street Name RIVERSIDE AVE.
Section Name Intersection of Riverside and 6th St

Location of Project (Attach sketch map) Length Intersection Only
On Which System? Primary I ✓ Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Riverside Ave. is U.S. Hwy. 99

Describe Project Installation of a new traffic signal at this intersection, including new street lighting luminaires. This is a T-Intersection. Present traffic control is a Stop sign on 6th St. Our traffic Warrant is attached

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Riverside Ave. and 6th St.

2. Type: a. Traffic Control _____
   1. Pretimed ✓
   2. Traffic-actuated _____
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
a. Two ✓
b. Three _____
c. Multiple _____

4. Is interconnection for coordination necessary? Yes Remarks: Interconnection will be by Telephone interconnect
If so, by cable or leased telephone line? _____

5. Type of Suspension:
a. Mast Arm ✓
b. Span Wire _____
c. Signal Bridge _____

6. Paint Color Desired: Grey

7. Present Signalization: None

8. Other Remarks: _____

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Riverside Ave & 6th St.

2. Type: a. Mercury Vapor ✓
b. Fluorescent _____
c. High-pressure Sodium _____
d. Incandescent _____

3. Luminaire Distribution Type and Classification:
a. I _____
b. II _____
c. III ✓
d. IV _____
e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 ✓
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: One unit only on N.E. Cor.

6. Maintained Intensity: 3 f.c. in intersection

7. Uniformity Ratio: 2:1

8. Proposed Mounting Height:
   a. ~~30 ft.~~ 32'-6"
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel ✓ (combination Signal & Lighting
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 ✓
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground ✓

12. Present Illumination: There is an existing steel light pole on S.W. cor. with 400 Watt M.V. This pole belongs to P.P. & L. and should be retained. Pole location would be desirable to mount WALK, DONT WALK pedestrian signal heads. Lighting circuit to P.P. & L. pole is underground.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: NONE

2. Desired Work: _____

3. Typical Section: Existing

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: _____

7. Traffic Control Signing:
   a. To be part of project? Yes
   b. By City? _____ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? _____
   b. By City? ✓
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: Some sidewalk will need replacing due to construction.

Footnotes:

IV. STRUCTURE DATA:

1. Location: None _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

_____

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: 60 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____
   _____
   _____

3. Shall State prepare right-of-way descriptions? _____

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? _____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: _____
   _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: _____
   _____
   _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _____ Name of Owner _____ _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____
   _____

10. Are there any railroad crossings? NO Location: _____
    _____

_____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____
_____
_____

i. Are there to be stopping lanes for buses and trucks? _____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____
_____
_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ Approx. 140,000

2. Estimated Cost of Requested Project $ 10,000.

3. Date Match Money is Available: _____

4. Will there be any 100% City money? NO

5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 19th day of March, 1970, adopted Resolution No. 825 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Archie Jewell

By _____

TRAFFIC SIGNAL ANALYSIS FOR THE INTERSECTION

OF RIVERSIDE AVENUE AND SIXTH STREET

Prepared by: R. D. Kortt 3-31-69

WARRANT NO. 1

Number of lanes for moving traffic on each approach:

Riverside Avenue	2 lanes
6th Street	1 lane

Minimum vehicular volumes for Warrant No. 1 of the Uniform Traffic Control Devices for the State of Oregon.

Major Street (Total both approaches)	- 600 cars per hour for peak 8 hours.
Minor Street (one approach only)	- 150 cars per hour for the same 8 hours.

24 hour traffic counts were taken on both Riverside Avenue and 6th Street during an average weekday. From this count we extracted the highest 8 hour volumes on each street.

PEAK 8 HOUR VOLUME (Average Weekday)

Time (same hours for both streets)	A.M. 10-11	A.M. 11-12	P.M. 12-1	P.M. 1-2	P.M. 2-3	P.M. 3-4	P.M. 4-5	P.M. 5-6
Riverside Ave.	914	1030	1100	1064	1045	1131	1209	989
6th Street	173	175	211	175	211	200	231	167

Pedestrian Volumes * Not Applicable

This warrant is satisfied for 16 of 16 hours or 100%.

* Pedestrian volumes for a signal warrant are 150 or more pedestrians per hour for at least 8 hours. Also traffic on the major street during these same hours is at least 600 vehicles per hour. We have not counted pedestrians, however, there are pedestrians using intersection but probably less than 150 per hour. Count not conducted since signal warrant has been satisfied.

Accident data not forwarded since this is a state Hwy. with your records available.

CITY OF [illegible]
PUBLIC WORKS DEPARTMENT

VEHICULAR VOLUMES
7 - DAY ELT COUNT

ON Riverside N.B. MONTH March 1979
AT OR NEAR 6th St. BY JRC

HOUR	MON. DATE 3-31	TUES. 4-1	WED.	THU.	FRI.	SAT.	SUN.	7 DAY Ave.
A.M.								
12-1	630	429						
1-2	411	326						
2-3	328							
3-4	294 ✓							
4-5	1050 ✓							
5-6	1120 ✓							
6-7	1284 ✓							
7-8	1245 ✓							
8-9	1131 ✓							
9-10	1050 ✓							
10-11	930 ✓							
11-12	811							
P.M.								
12-1	722							
1-2	691							
2-3	731							
3-4	846							
4-5	1148							
5-6	1183							
6-7	1027							
7-8	911							
8-9	578							
9-10	481							
10-11	383							
11-12	257							
TOTAL	14035							
7 - DAY COUNTER	✓							

REMARKS

INSTRUCTIONS: HOURLY TOTALS COPIED FROM TAPE FROM TRAFFIC COUNTER. THIS FORM MAY BE USED FOR ANY DAY OR DAYS IN THE WEEK. WHEN STARTING COUNTING ON ANY DAY OTHER THAN MONDAY, PLACE AN X BETWLEN THAT DAY AND PREVIOUS AND DRAW A HEAVY LINE BETWEEN THOSE TWO DAYS.

CITY OF [illegible]
PUBLIC WORKS DEPARTMENT

VEHICULAR VOLUMES
7 - DAY CLY COUNT

ON E.B.V. eastbound

BETWEEN Central Riverside

MONTH April, 1961

OF DAYS

	MON. DATE	TUES. 1	WED.	THU.	FRI.	SAT.	SUN.	AVG.
12 M.		4-1	4-2					
A.M. 1-2		60	60					
2-3		182	181					
3-4		116	116					
4-5		173 ✓	173					
5-6		175 ✓	172					
6-7		211 ✓	165					
7-8		135 ✓						
8-9		311 ✓						
9-10		260 ✓						
10-11		231 ✓						
11-12		137 ✓						
P.M. 12-1		96						
1-2		85						
2-3		55						
3-4		79						
4-5		55						
5-6		48						
6-7		37						
7-8		25						
8-9		31						
9-10		7						
10-11		4						
11-12		10						
TOTAL		20						
7 - DAY FACTOR		2334 ✓						

REMARKS: _____

INSTRUCTIONS: Hourly totals copied from tape from traffic counter. This form may be used for any day or days in the week. When starting counting on any other day but Monday, place an X between that day and previous and draw a red line between those two days.

16-1108 Deschutes R.-Pelton Dam Rd. Sec. 1971
#7617 on Warm Springs Hwy., NW of Madras
(Grading and paving)

S

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SEP 19 1972
FOR FILING

7617

September 18, 1972

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen

On September 15, 1972, we wrote to you concerning release of final payment on Contract No. 7617 awarded to R. L. Coats for work on the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway in Jefferson County.

Final payment on this contract is $18,269.40 and the total contract amount is $360,308.62, including $9,320.03 for work performed under force account.

Very truly yours,

C. V. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

C. T. Keasey
Walt Hart
V. E. Shoog
Attn W. L. Mosner
J. F. Putnam

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OREGON STATE HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7617

DATE September 8, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7617 **Work Completed** July 27, 1972

Project Deschutes River-Pelton Dam Road

Highway Warm Springs **County** Jefferson

Type of Work Grading and Paving

Contractor R. L. Coats

Recommended Acceptance Date September 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

cc: C. W. Hand
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart

VE:ja

FORM E.1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deschutes River-Pelton Dam Road		WEEK ENDING: August 5, 1972
		SECTION PREFIX: 16-1108
HIGHWAY: Warm Springs		COUNTY: Jefferson
NAME OF JOB: Deschutes River-Pelton Dam Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7617	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, 1971	DATE WORK STARTED: January 10, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: Work SPECIFIED CALENDAR DAYS: 260	WORK DAYS USED: Work CALENDAR DAYS USED: 251
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 97
PROJECT AUTHORIZATION: $ 423,568.38		
EXCLUSIVE OF ENGINEERING: $ 389,981.46	ENGINEERING AUTHORIZATION: $ 33,586.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 387,388.16	ENGINEERING COST TO DATE: $ 31,197.00 This week 103.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.2 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: July 27, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	Crushed ~~ROCK~~ MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			1.7	1.7			1.7
MILES PARTIALLY COMPLETED							
MILES COMPLETED			1.7	1.7			1.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)			68,700 CY	42,300 T	51,360 T		10,000 T
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			74,356	32,523			12, 129
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			complete	complete			complete
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kensey
Bond
Walker
Johnsen

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AUG 9 1972
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate to Region Office on August 2, 1972

* * * FINAL REPORT * * *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
AUG 26 1971
FOR FILING

16-1108

7617

August 25, 1971

R. L. Coats
1270 Ironside Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7617 for work on the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc W. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
AUG 10 1971
FOR FILING

16-1108
7617

August 10, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7617 for $364,688 awarded to you by the State Highway Commission on August 2, 1971, for work on the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway in Jefferson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 21, 1971.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

KI

Enclosures

bc F. D. Morgan
I. D. Marchant
J. F. Putnam
R. H. Clark

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway in Jefferson County and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, no public hearing was required; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer, the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Deschutes River-Pelton Dam Road Section of the Warm Springs Highway in Jefferson County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the route location and highway design as shown on the copy of the Engineer's map of the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway beginning at Highway Engineer's Station 510+00 just south of the Pelton Dam Road junction and extending in a northerly direction to Highway Engineer's Station 605+00, a distance of approximately two miles, together with a map which for identification purposes bears Survey Design Approval Map File No. 1R-4-494 and the date of May, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Department to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route location and highway design approved hereby with limited access control.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Warm Springs Highway as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095 commonly known as the "Throughway Law" and, for the reasons stated therein, it is hereby directed that the construction of the above mentioned State highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 22nd day of June, 1971, as "Highway Corridor and Design Resolution No. 400."

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JUN 23 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

16-1108

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7617

NOTED
A. E. JOHNSON

TOM McCALL
GOVERNOR

June 21, 1971

Pacific Northwest Bell Telephone Company
Central Electric Cooperative, Inc.

Re: Preliminary Right of Way Map
Deschutes River-Pelton Dam Road Section
Warm Springs Highway
Jefferson County

Gentlemen:

Enclosed you will find _____ print(s) of the preliminary right of way maps, our File No. 2B-20-23, and File No. 4B-21-10, on the above subject project. The present tentative schedule calls for opening of bids on July 29, 1971.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. F. W. Sugnet, 2960 State Street, Salem, Oregon 97310, telephone 378-2626. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

RMF:dl
Enclosure
cc: A. E. Johnson
J. F. Putnam
F. W. Sugnet

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 7 - 1971
FOR FILE

16-1108
7617

June 4, 1971

Oregon State Highway Commission

Gentlemen:

The survey on the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway in Jefferson County has been completed. This project (listed in the Second Road Issue) is in a rural area and did not require a public hearing or clearinghouse review under state law.

The project is 1.80 miles in length and is estimated to cost $500,000; i.e., $480,000 construction, $20,000 right-of-way.

I recommend letting this project this summer and request authority to acquire the necessary right-of-way.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R/ L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Frank Hall
F. D. Morgan
D. H. Moehring
L. H. Young
J. F. Putnam

BLG:ald sr

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MAY 18 1971
FOR FILING

16-1108
7617

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Deschutes River - Pelton Dam Road
Highway: Warm Springs (FAR 44)
County: Jefferson
Prefix: 16-1463

Res. Engr. R. H. Clark
Approx. Length
Sta. to Sta.
Date 5-10-71

Mean Truck A.D.T. 588
Traffic Coefficient 9.7
18 kip s. a. per day 248.9

Annual Precipitation 10"±
Frost Penetration 30"±
CBE Total Requirement 29.5"

(1)

Typical Soil

68 LL
33 PI
98 %P 10
62 %P 200
2 % Gravel
12 % C Sand
24 % F Sand
38 % Silt
24 % Clay
14 R Value
A-7-5 AASHO Classif.

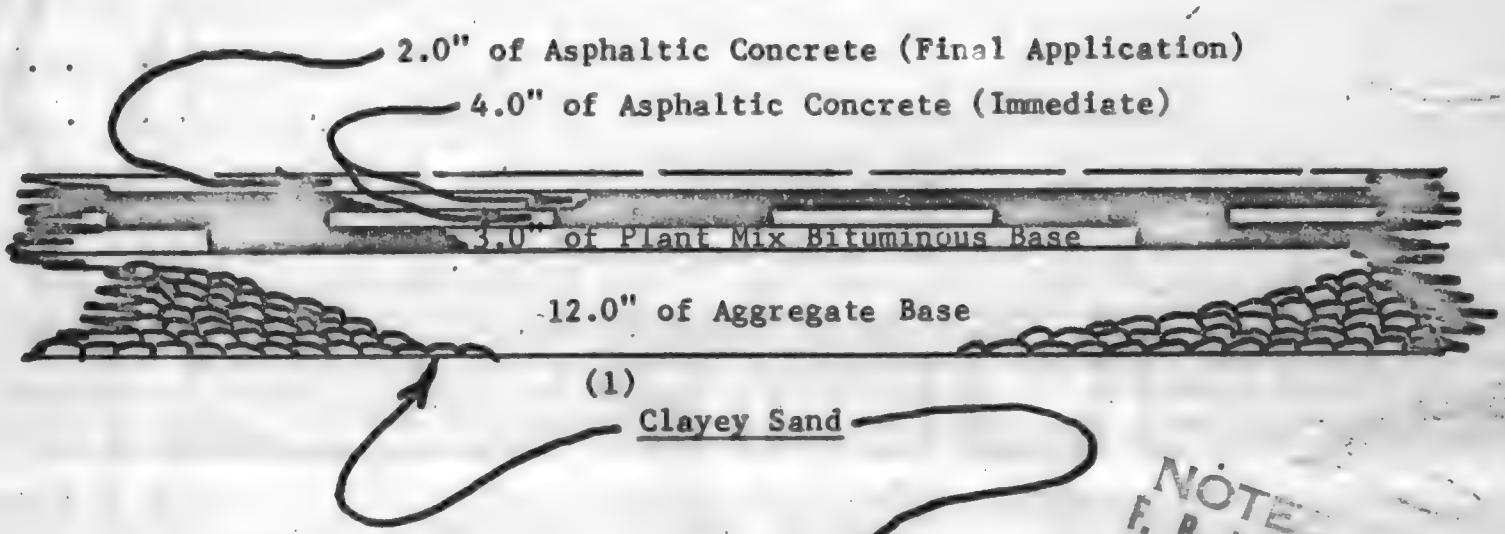
Materials Source:

See remarks on Page 2.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
5.5	3.0	P.M.B.B.
12.0	12.0	A.B.
29.5	21.0	

STRUCTURAL SECTION

520± - 604±


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base
12.0" of Aggregate Base
(1)
Clayey Sand

NOTE:
F. B. KLABO

over

Submitted by C. J. Begg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H. Rehbaum
Asst. Program and Planning Engineer

Approved by F. B. Klabo
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
MAY 17 1971
PROGRAM & PLANNING
DIVISION

SECTION: Deschutes River-Pelton Dam Road

HIGHWAY: Warm Springs (FAR 44)

COUNTY: Jefferson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	3.0"	---	13.5"	26.0"	20.0"
7.0 - 8.0	3.5"	3.0"	---	10.5"	23.0"	17.0"
6.0 - 7.0	3.0"	---	2.0"	12.0"	20.0"	17.0"
4.8 - 6.0	2.0"	---	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	---	2.0"	6.0"	12.0"	10.0"

Remarks:

Two prospective State-controlled material sources are available for this project. They are IR-2-667, located adjacent southerly of M.P. 110.66 (NW¼ NW¼ of section 9, T. 10 S., R. 13E.), and IR-2-1909, located adjacent to the highway at M.P. 110.26 (NE¼ NE¼ of section 8, T. 10 S., R.13 E.)

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

STRUCTURAL SECTION

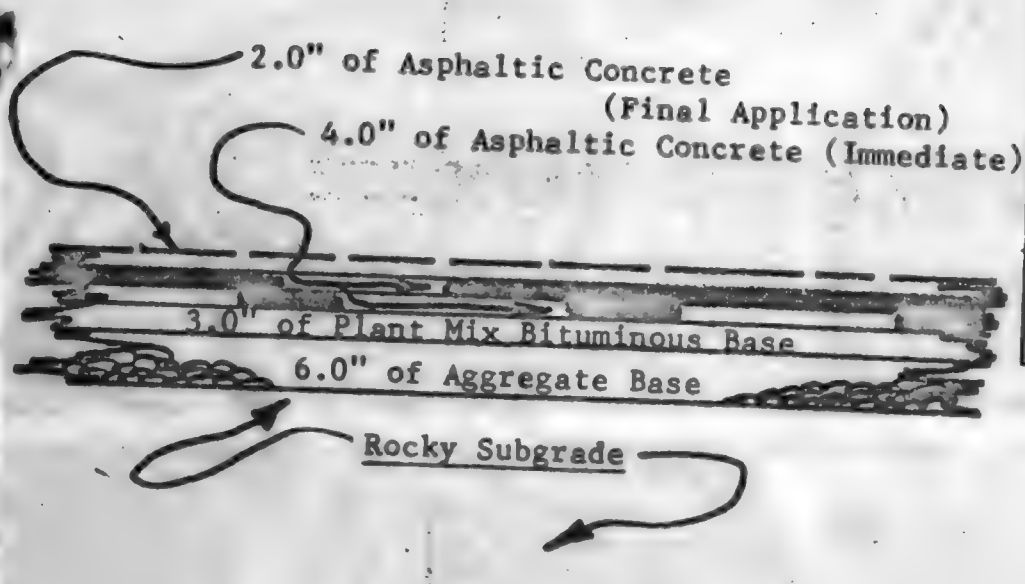
Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
	IN PLACE --	Average
	4.5"±	A.C.
	5.0"±	Base
*		

*. Overlay depth based on deflection measurements.

STRUCTURAL SECTION

Sta. 411± - 439±

Traffic Coefficient 9.7
CBE Requirement 22.5 Min. for T.C



Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
5.5	3.0	P.M.B.B.
6.0	6.0	A.B.
23.5	15.0	

TRAFFIC ANALYSIS

SECTION: Deschutes River Bridge-Pelton Dam Road

HIGHWAY: Warm Springs (FAR 44)

COUNTY: Jefferson

2800 Present ADT (1971)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	130	1.8	234	182	450	81,900
3	70	1.8	126	98	1000	98,000
4	15	1.8	27	21	1250	26,250
5	200	1.8	360	280	3180	890,400
6	5	1.8	9	7	2570	17,990
				588	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,114,540

TWENTY YEAR EWL 22,290,800

TRAFFIC COEFFICIENT 9.7

SECTION: Deschutes River-Pelton Dam Road

HIGHWAY: Warm Springs (FAR 44)

COUNTY: Jefferson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: No unusual problems.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is essentially a widening project with utilization of existing pavement. A.C. is more desirable for this type construction.

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MAR 22 1971
FOR FILING

16-1108
La 7617

Salem, Oregon 97310
March 19, 1971

Mr. F. L. Hall
Design Engineer
B U I L D I N G

Reference is made to the Bond Program for adding climbing lanes to the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway. As I understand it, the project proposed now begins at M.P. 105.96 and extends to M.P. 107.9. I also understand that this work is estimated to cost $250,000.

I would like to add to the project described above, beginning at M.P. 109.2 (where the climbing lane constructed in 1966 ended), enough additional length so that the total project amounts to the allocated $500,000.

If you have any further questions, do not hesitate to check with me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Lumber Mill
BM 1418
Shitike Creek
WARM SPRINGS INDIAN RESERVATION
DESCHUTES
Trailer Park
Ranger BM 1404
BM 1380
25
30
29
28
OLD RR GRADE
Radio Facility
Agency ABM 2319
2200
2000
1800
1600
1400
2100
1900
1500
1700
2300
2320
2330
2329
2315
DESCHUTES DRIVE
OCEE
33
32
36
31
ROAD
TRAIL
JACKSON
DESCHUTES
WARM SPRINGS
1574
1849
1684
1797
1689
1749
1691
1731
2031
2335
2340
2352
2326
2360
2353
2349
Gravel Pit
Gaging Station
1870
Regulating Dam
Vanora (Site)
Clyde 1545
SPILLWAY ELEVATION 1435
RIVER
RESERVATION
LADDER
Campbell
Creek
RIMROCK RD
TRAIL
DANUBE DRIVE
DESCHUTES DRIVE
Milo Gard Cem
12
8
5
18
WC
MC
M.P. 106.5
M.P. 107.9
M.P. 108.2
Climbing Lane Const. 1966
Length 1.9 Mi.
Est. Const.
250,000.
Pelton Dam Junction
1.6 Mi
Project Length 4.2 Mi

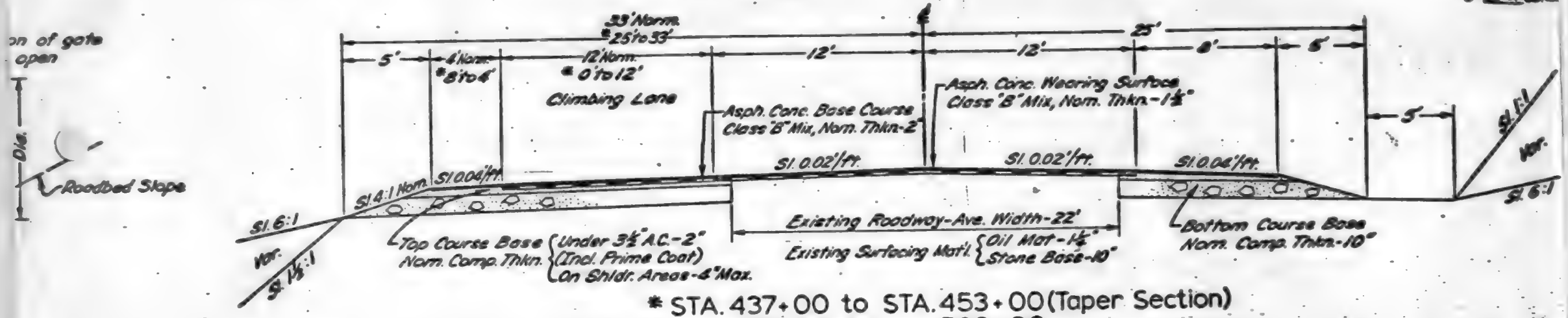
8V-46

TYPICAL SECTION

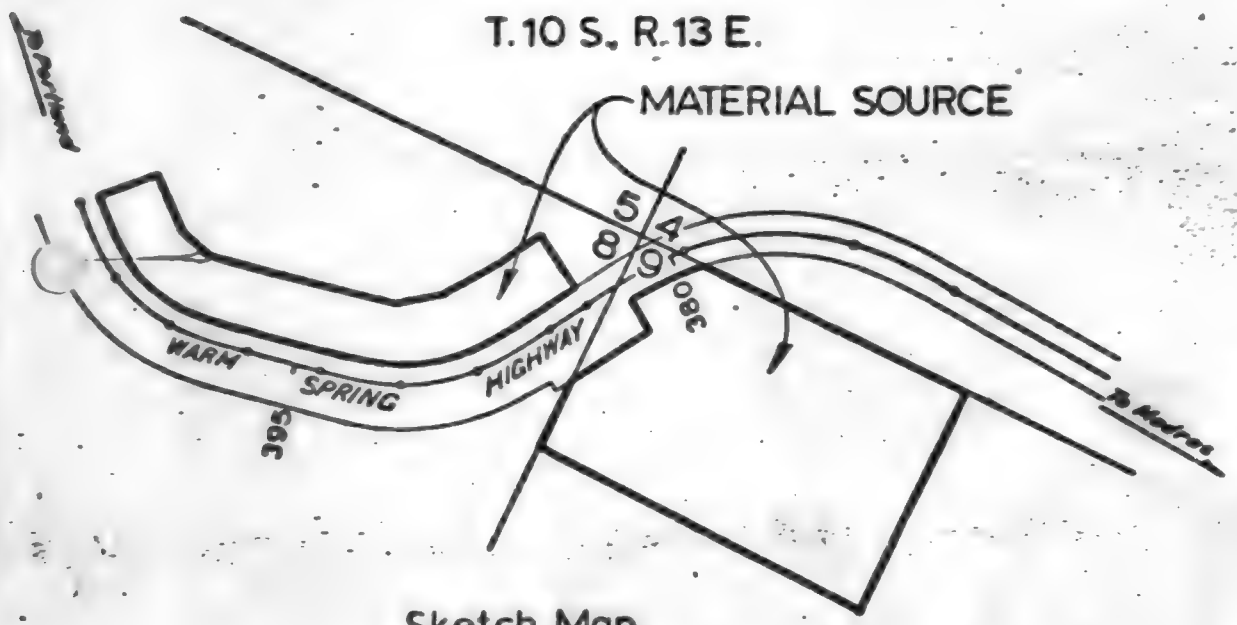
PELTON DAM RD.-AGENCY PLAINS SE
WARM SPRINGS HIGHWAY
JEFFERSON COUNTY

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	STATE	

REVISED AS C
J-30-67 CONF



* STA. 437+00 to STA. 453+00 (Taper Section)
453+00 to 520+00



Sketch Map
Scale 0 400 800 Feet

DATA

	ALTERNATE MATERIALS		
	ALUMINUM	GALV. STEEL	CONCRETE

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOT.
Clearing and Grubbing	All	All		All
General Excavation, Unclassified	Cu.Yd.	53699	5301	59
Overhaul	Cu.Yd. Sta.	3560	340	3
Finishing Roadbed and Slopes	Mile	1.57		1.
Rounding Cutbanks	Lin.Ft.	5600	400	6
Trench Excavation	Cu.Yd.	57	3	
Watering	M-Gal.	591	59	6
¾"-0 Material in Base	Ton	3672	368	39
Stone Base	"	16208	1592	17
¾"-0 Aggregate in Prime Coat	Cu.Yd.	88	12	1
RC-250 Asphalt in Prime Coat	Ton	14		
[illegible] Asphalt in Tack Coat	"	4	1	

PREFIX NO. 16-1463

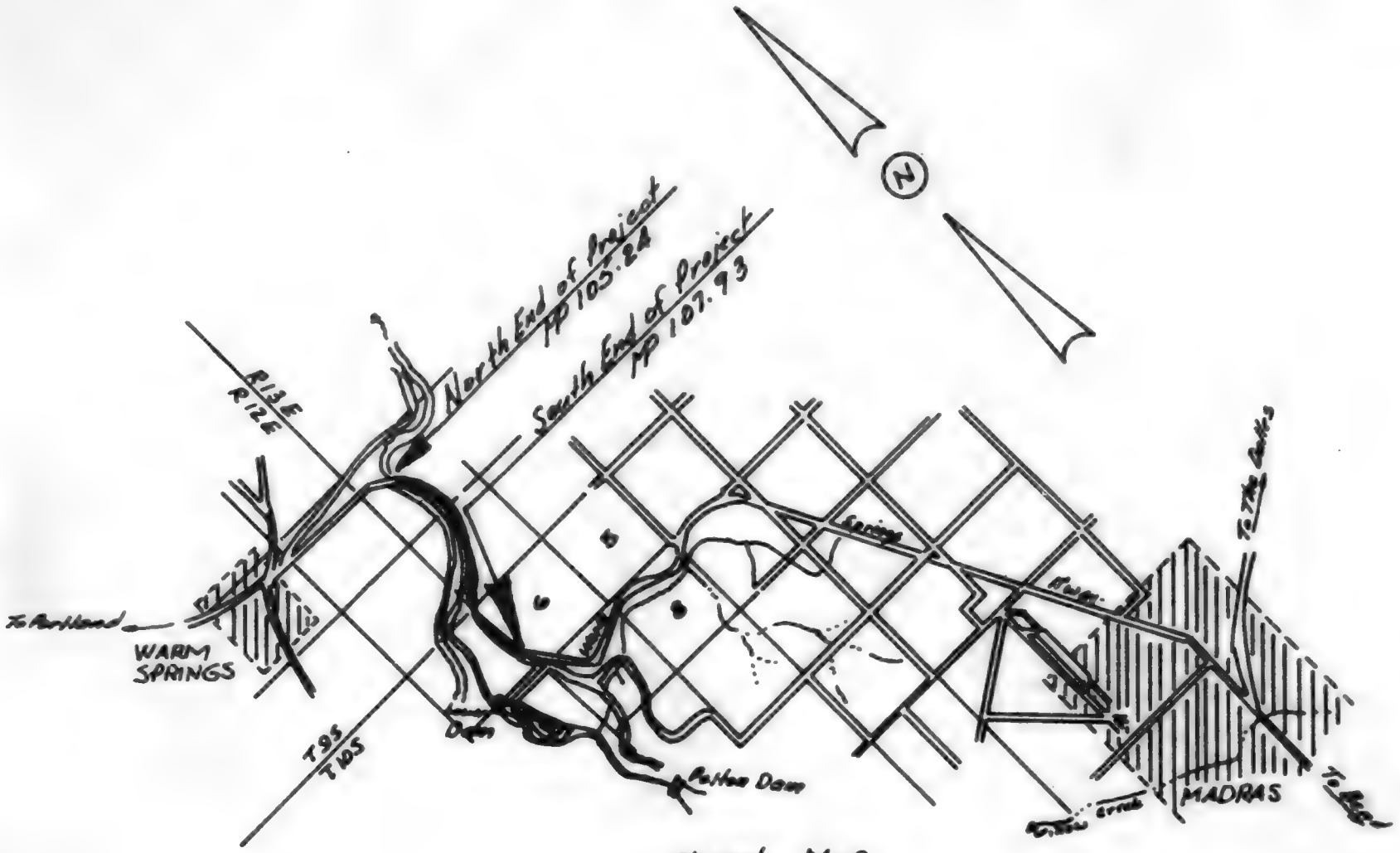
LOCATION PROSPECTUS
DESCHUTES RIVER-PELTON DAM ROAD SECTION
WARM SPRINGS HIGHWAY
JEFFERSON COUNTY

HIGHWAY:	Warm Springs. State Primary No. 53; Federal-aid Primary No. 44.
TERMINI:	MP 105.24, southerly end of Deschutes River Bridge at Warm Springs Agency, to MP 107.93, junction of road to Pelton Dam.
LENGTH:	2.69 miles.
PROGRAM:	Eastern Oregon Bond.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimate for grading and paving. Soils investigation will not be made. No drainage problems are anticipated. An economic analysis is not needed.
CHARACTERISTICS:	Present ADT 2,700; projected ADT 4,900.
STANDARDS:	Class A(2). Deviations from State and AASHO standards are not anticipated.
TYPICAL SECTION:	Two 12-foot travel lanes with 10-foot shoulders. On climbing lane, three 12-foot travel lanes with 10- and 4-foot shoulders.
BRIDGE:	No bridge involved.
ACCESS:	Limited to location.
MATERIAL:	Prospective sources are State controlled quarry on northerly side adjacent to highway at MP 110.26 and State controlled quarry at MP 110.66 adjacent southerly.
ADD'L FACILITIES:	There is channelization at the southerly end of the project at the Pelton Dam Road connection. There will be adjustments to both power and telephone facilities. There are no major stream crossings.
AGREEMENTS:	There are no towns affected. There will be normal right of way acquisitions.

PARKS: There are no State parks. There are areas along the Deschutes River, outside of normal right of way requirements, that might be considered as parking areas for sportsmen. There is one area owned by the State Game Commission and presently semi-developed. Access will be requested to this area.

December 1, 1970
Attachment:

cc: Federal Highway Administration (3)
J. F. Putnam
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)
G. C. Wills



Sketch Map

Scale 0 ½ 1 1½ Miles

Deschutes River - Pelton Dam Road
Jefferson County

RECEIVED
DEC 28 1970
FOR FILE
F16-1108
Ln 7627

Salem, Oregon 97310
December 24, 1970

Mr. Frank Hall
Design Engineer
B U I L D I N G

As I discussed with you yesterday, the Deschutes River-Pelton Dam Road Section of the Warm Springs Highway should be worked up between M.P. 106.5 and M.P. 107.9 as set up in the 1971 bond issue.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
DEC 3 1970

PREFIX NO. 16-1463

12-1-70

16-1108
7617

LOCATION PROSPECTUS
DESCHUTES RIVER-PELTON DAM ROAD SECTION
WARM SPRINGS HIGHWAY
JEFFERSON COUNTY

HIGHWAY: Warm Springs. State Primary No. 53; Federal-aid Primary No. 44.

TERMINI: MP 105.24, southerly end of Deschutes River Bridge at Warm Springs Agency, to MP 107.93, junction of road to Pelton Dam.

LENGTH: 2.69 miles.

PROGRAM: Eastern Oregon Bond.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimate for grading and paving. Soils investigation will not be made. No drainage problems are anticipated. An economic analysis is not needed.

CHARACTERISTICS: Present ADT 2,700; projected ADT 4,900.

STANDARDS: Class A(2). Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot shoulders. On climbing lane, three 12-foot travel lanes with 10- and 4-foot shoulders.

BRIDGE: No bridge involved.

ACCESS: Limited to location.

MATERIAL: Prospective sources are State controlled quarry on northerly side adjacent to highway at MP 110.26 and State controlled quarry at MP 110.66 adjacent southerly.

ADD'L FACILITIES: There is channelization at the southerly end of the project at the Pelton Dam Road connection. There will be adjustments to both power and telephone facilities. There are no major stream crossings.

AGREEMENTS: There are no towns affected. There will be normal right of way acquisitions.

NOTED
E. J. HUNTER

PARKS: There are no State parks. There are areas along the Deschutes River, outside of normal right of way requirements, that might be considered as parking areas for sportsmen. There is one area owned by the State Game Commission and presently semi-developed. Access will be requested to this area.

December 1, 1970
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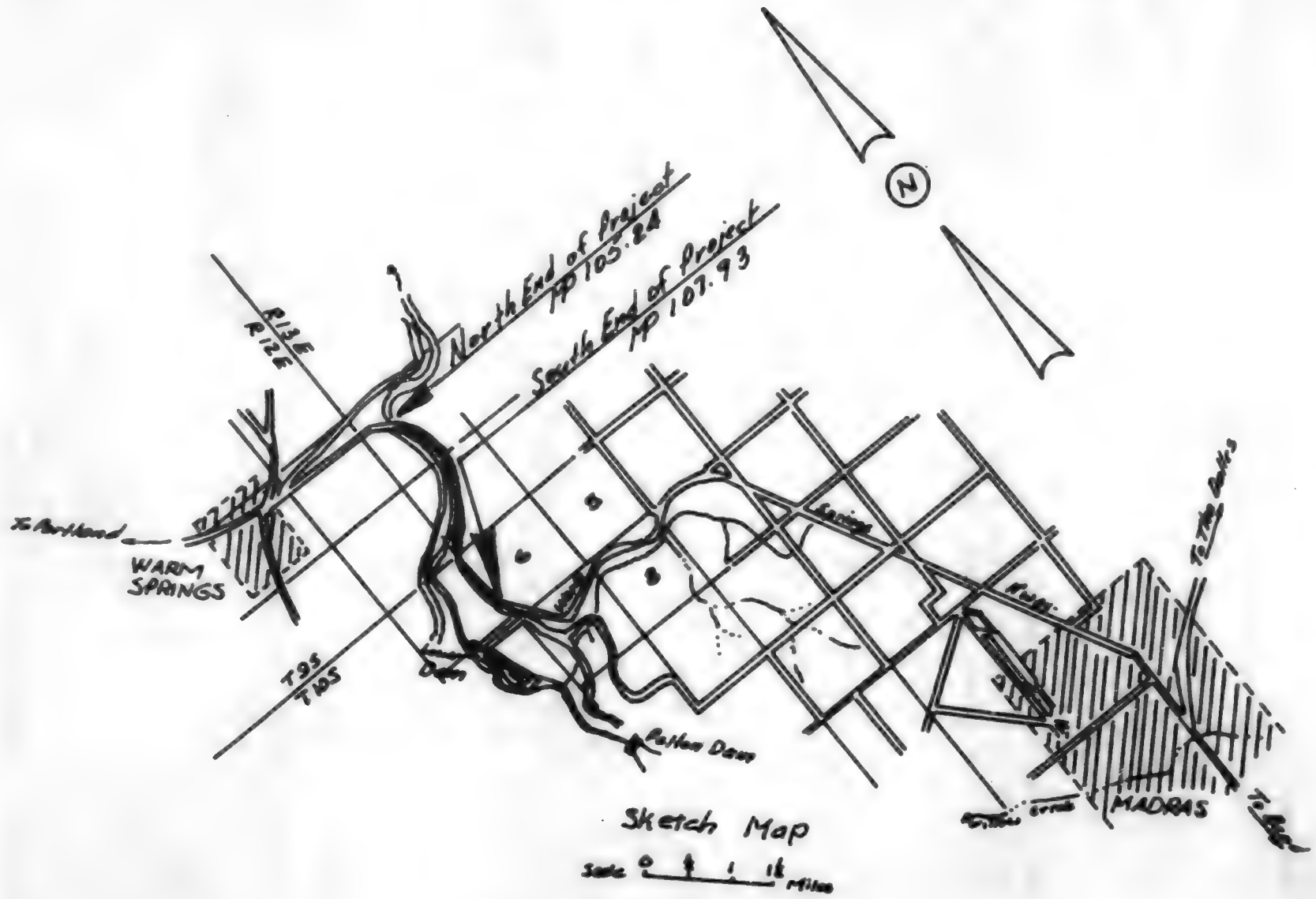
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)
G. C. Wills

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER



Deschutes River - Pelton Dam Road
Jefferson County

RECEIVED
APR 10 1970
FOR FILING

16-1108
7617

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1970

NOTED
R. L. PORTER

SUBJECT: Climbing Lanes
Warm Springs Highway
MP 106.5 - MP 111.1

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

With reference to your letter of March 27, 1970, regarding climbing lanes on the Warm Springs Highway, a map is attached on which is indicated the cost of climbing lanes from the Deschutes River to the top of the hill.

It will be noticed from the map that three segments are shown within this unit as follows:

M.P. 106.5	
	$350,000 (1.4 miles)
M.P. 107.9	
	Climbing lane built in 1966
M.P. 109.2	
	$500,000 (1.9 miles)
M.P. 111.1	

These costs cover the conversion of the present roadway to a standard climbing-lane section having the usual 8-foot and 4-foot shoulders. The resulting improvement will conform with the segment built in 1966.

L. H. Young
Program and Planning Engineer

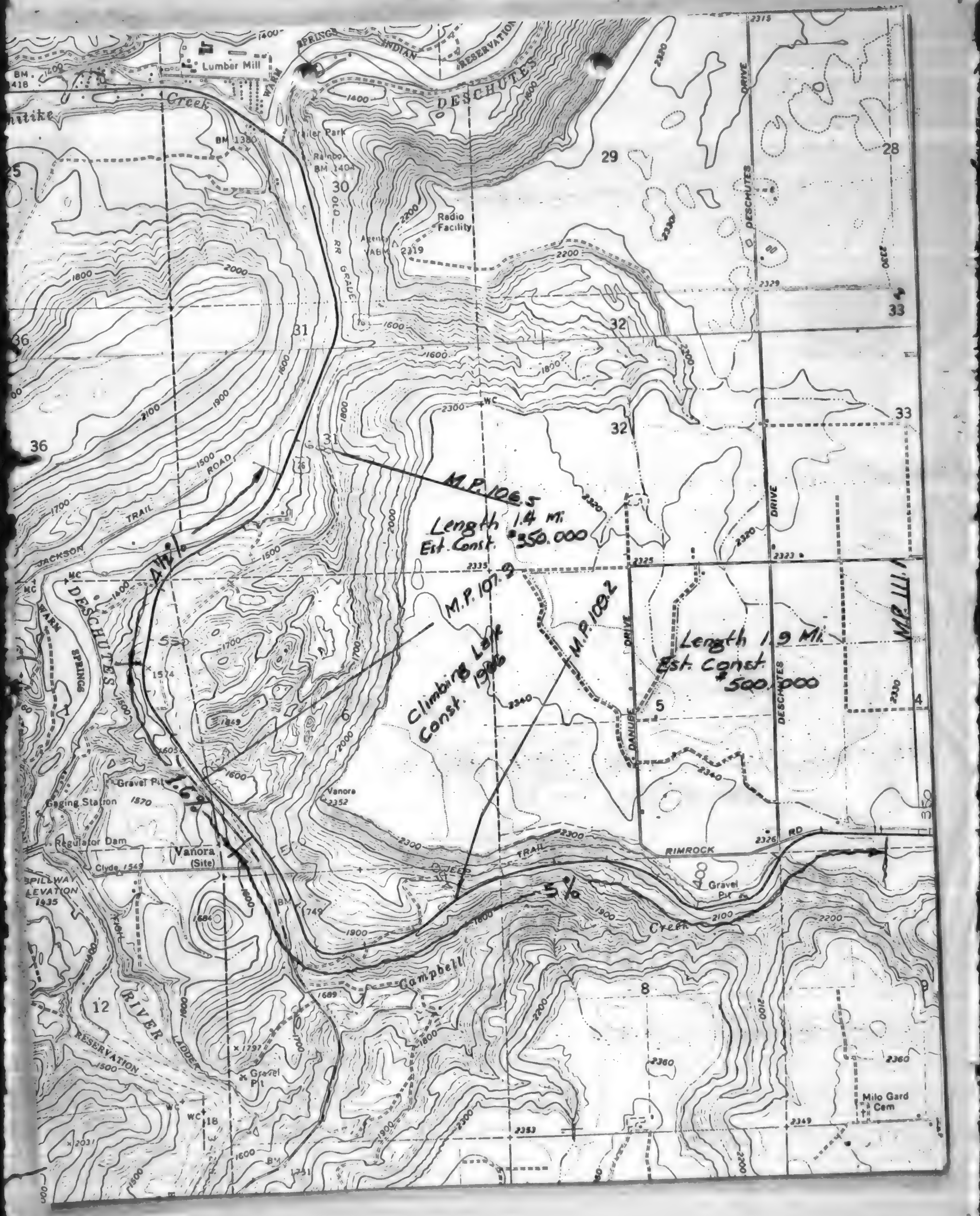
By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Attachment
WHT:ia

cc: L. H. Young

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER


Lumber Mill
WARM SPRINGS INDIAN RESERVATION
DESCHUTES
Creek
Miller Park
Rainbow
BM 1404
BM 1380
OLD RR GRADE
Radio Facility
Agency
ABM 2319
DESCHUTES DRIVE
29
28
30
31
32
33
36
M.P. 108.5
Length 1.4 mi.
Est. Const. $350,000
M.P. 107.3
M.P. 108.2
Climbing Lane Const. 1986
Length 1.9 Mi.
Est. Const. $500,000
DANUBE DRIVE
DESCHUTES RD
RIMROCK TRAIL
JACKSON TRAIL ROAD
DESCHUTES
WARM SPRINGS
Gravel Pit
Gaging Station
Regulator Dam
Vanora (Site)
Vanora
Clyde
SPILLWAY ELEVATION 1435
5%
Campbell Creek
RIVER
RESERVATION
LADDER
Milo Gard Cem
Gravel Pit

10:15 delegation. March 17 meeting. Bill to report to commission?

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1970

SUBJECT:

To: Mr. L. H. Young
Program and Planning Engineer

B U I L D I N G

A Jefferson County Chamber of Commerce delegation appeared at the last Commission meeting and requested that a third lane be added to the Warm Springs Highway from the Deschutes River to the top of the hill. This would be an extension of some three-laning that is now in existence.

Subsequent to their visit, Mr. Jackson instructed us to look into the matter on a reconnaissance basis and obtain a cost estimate plus some rough sketches of the proposal.

Please, therefore, have someone prepare such an estimate and forward it to me within two weeks.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:sr

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

5-8- This is prepared by 2nd board room 2
that we showed and will be put out for
center that second board room will be ok'd.
FBK.

BH

FORM 8-00

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1970

SUBJECT: Highway Commission Action
March 17 Meeting

To:
D. J. Barbee
F. B. Crandall
E. S. Hunter
A. E. Johnson
I. D. Merchant
F. D. Morgan
L. H. Young
Dennis Clarke
H. S. Cox
Gene Huntley
John C. Jenkins
L. I. Lindas
Floyd Query
V. E. Skoog
D. G. Talbot

Following is a summary of Highway Commission action at the March 17 meeting:

3a-1. Confirmed approval of an agreement with Lincoln Development Company for the purchase of fill material needed in connection with construction of a beach access parking area and buildings at Big Creek near Agate Beach in Lincoln County.

3a-2. Approved the purchase of approximately 87 acres of land as an addition to the Silver Falls State Park in Marion County, to be acquired as Park funds will permit.

3a-3. Approved the purchase of five 4-wheel drive pickups, radio equipment, and other items needed to implement the beach patrol to be operated by the State Police, the estimated $25,000 cost to be a part of the Parks budget.

3b. Approved the survey and design for the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County and authorized the purchase of the necessary rights-of-way.

3c-1. Approved the survey and design for the Goshen-Immigrant Road Section of the Willamette Highway in Lane County and authorized the purchase of the necessary rights-of-way.

3c-2. Approved, subject to approval from the Governor's Clearinghouse, the survey-design for the Siletz River (Kernville) Bridge Section of the Oregon Coast Highway in Lincoln County and authorized the purchase of the necesaary rights-of-way.

3c-3. Approved the survey-design for the West City Limits-Lewis Street Section of the Cape Arago Highway in Coos County and the addition of the project to the current State Construction Program, at a total estimated cost of $300,000.

3d. Approved construction of a roadside rest area and information center on The Dalles-California Highway near Midland south of Klamath Falls at an estimated cost of $250,000 and placing the project on the current State Construction Program.

3e. Confirmed approval of placing the Gap-Tygh Ridge Section of The Dalles-California Highway on the current construction schedule at an estimated cost of $2,500,000.

3f. Action deferred on the 1971 Forest Highway Program

3g. Approved payment of $2,998.89 to the General Telephone Company for relocation of its facilities necessitated by the reconstruction of the Stafford Road Interchange on I-5.

3h. Approved payment of $3,167.19 to the West Slope Water District for a complete release of all claims against the Highway Commission for the relocation of the District's facilities in connection with construction of the Vista Ridge Tunnel and the Canyon Road Section of the Sunset Highway.

3i. Confirmed approval to grant an easement to the Port of Newport in connection with improvements to the south jetty in Yaquina Bay in Lincoln County.

3j. Approved establishment of a truck route in Corvallis west of US99W via the NW Harrison-Van Buren couplet, 6th Street and Western Boulevard.

3k. Took the following action on requests for extension of time to complete highway contracts:

(1) Contract No. 7089 with Babler Bros., Inc. on the Milwaukie-Harmony Road Section of the Clackamas Highway in Clackamas County; granted 89 days.

(2) Contract No. 7301 with Palmberg Paving Co., Inc. on the Cannon Beach (2nd Street) Section, Clatsop County; granted 13 days.

3k. Cont.

(3) Contract No. 6903 with Page Paving Company on the Worden-California Line Section of The Dalles-California Highway in Klamath County; granted 27 days.

(4) Contract No. 7185 with Roy L. Houck Sons' Corporation on the Lime Section of I-80N in Baker County; granted 29 days.

(5) Contract No. 7292 with All-City Landscape, Inc. for the Tillamook Bay Viewpoint roadside development on the Oregon Coast Highway in Tillamook County; granted 15 days.

(6) Contract No. 7154 with All-City Tree and Landscape Services on the South Umpqua Safety Rest Area on I-5 in Douglas County; granted 142 days.

31. Adopted a resolution accepting six completed contracts for highway work.

3m. Confirmed Tuesday, April 21, as the date for the next meeting and tentatively set June 2 as the date for the following meeting.

3n. Confirmed approval of the award of contracts for which bids were received on February 19.

3o. Accepted the Engineer's report with respect to the award of contracts.

3p. Approved a lump sum compromise settlement in the amount of $25,000 on Contract No. 6747 with Murphy Bros., Inc. on the Lime-Malheur County Line Section of I-80N in Baker County.

3q. Approved the following 1970-71 Overlay Program and authorized its incorporation into the current two-year State Construction Program:

3q. Cont.

Highway	Section	Length	Total Cost
Pacific West	Camp Adair Rd.-9th Street	7.2	$ 280,000
Lower Columbia	Wardway Hill-N.E. Portland Hwy.	3.7	120,000
Oswego	Bancroft St.-Oswego	5.1	150,000
The Dalles-Calif.	Sugar Pine Butte-Fremont Hwy.	12.1	500,000
The Dalles-Calif.	Crescent-Willamette Hwy.	9.3	370,000
The Dalles-Calif.	Kirk Road-Collier State Park	8.5	300,000
John Day	Brogan-Willow Creek	10.5	600,000
Oregon Coast	Bay City-Dougherty Slough	4.1	200,000
Oregon Coast	Floras Creek-Sixes River	6.0	240,000
Wallowa Lake	Wades Point-Trout Creek	6.0	290,000
McKenzie-Bend	Squaw Creek-Cloverdale Rd.	4.3	160,000
Coos Bay-Roseburg	Shields Creek-Winston	11.2	330,000
La Grande-Baker	Haines-Wingville Lane	5.6	250,000
Dillard	Winston-S. Dillard Bridge	5.0	125,000
Steens	Burns-East	-	1,000,000
Olds Ferry-Ont.	Ontario Section	1.0	20,000
	Total		$4,935,000

3r. Approved payment of $18,400 as Oregon's annual subscription to the Highway Research Correlation Service.

3s. Approved transferring the remaining $35,000 allocated for the Neskowin Slide on the Oregon Coast Highway to the Alsea Mountain Slide project on the Alsea Highway in Benton County.

4a-1. Established a 40 MPH speed zone on the Territorial Highway through the community of Crow in Lane County.

4a-2. Rescinded previous action and established 40 MPH speed zones at the east and west city limits of Oakridge on the Willamette Highway in Lane County.

4a-3. Rescinded previous action and established a 40 MPH speed zone on the Scholls Highway between the Beaverton-Tualatin and the Beaverton-Hillsdale Highways.

4b. Adopted a resolution prohibiting parking on both sides of the frontage road along the Oregon Coast Highway between Mile Points 240.58 and 241.57 in the Millington area.

4c. Approved designation of the recently completed couplet (Main and Klamath) in Klamath Falls as the Klamath Falls-Lakeview Highway and the Klamath Falls-Malin Highway Spur.

4d. Adopted resolutions covering abandonment of the following:

(1) That section of the old Clackamas Highway within the city of Milwaukie, to the City.

(2) Five short segments (approximately .48 mile) on the S. Unit Richmond Jct.-Meyers Canyon Section of the Service Creek-Mitchell Highway in Wheeler County, to the abutting properties.

4e. Adopted an abandonment resolution and approved a supplemental throughway agreement with Curry County covering transfer to the County of portions of old highway right-of-way on the Sixes-Elk River Section of the Oregon Coast Highway.

4f. Approved a throughway-abandonment agreement with Polk County concerning proposed construction of the Rickreall-Independence Junction Section of the Willamina-Salem Highway.

4g. Approved an agreement with Clackamas County covering closure of an unnamed road in the vicinity of Wildcat Creek on the Alder Creek-Forest Boundary Section of the Mt. Hood Highway in connection with the installation of a truck scale in the area.

4h. Approved a request from the Tigard Water District to annex a portion of Pacific Highway West east of King City in Washington County.

4i. Approved an agreement with the City of Canby in connection with improvement of the Canby-Marquam Secondary Highway, the $44,000 State's estimated cost to be financed with State Construction funds.

4j. Approved a supplemental agreement with Drake-Willamette, contractor for Units A, B, and C of the East Fremont Interchange complex, dealing with procedures to simplify contract supervision.

4k. Approved an agreement with Comsis Corporation of Santa Clara,California for computer work required for urban transportation studies.

4l. Approved a supplemental construction-finance agreement with the City of Oregon City in connection with construction on the Division Street-Hilda Street Section of the Cascade Highway.

4m. Approved an agreement with Multnomah County giving permit of entry to State-owned property acquired as right-of-way for I-205 in connection with construction of the S.E. Washington-S.E. Stark couplet in the Montavilla area of Portland.

4n. Approved supplemental agreements with the Cities of Oregon City, West Linn, and Gladstone covering various items in connection with I-205.

4o. Approved a request from the City of Corvallis for four TOPICS projects.

4p. Approved an agreement with SP&S providing for relocation of the Railroad's tracks necessitated by construction of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

4q. Approved an agreement with the Southern Pacific Transportation Company for the construction of the overcrossing of the Railroad's tracks at the Park Place Interchange on I-205 in Clackamas County.

4r. Approved an agreement with Umatilla County and the Union Pacific Railroad Company providing for the construction of the Barth X-ing-US30 Connection Section of the Stanfield-Pendleton Highway (FAS 470) west of Pendleton.

4s. Approved an agreement with Marion County concerning reconstruction of the Brooks-Hayesville Interchange Section of Pacific Highway East north of Salem.

4t. Approved an agreement with Linn County concerning reconstruction of the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway.

4u. Approved an agreement with the City of Oregon City in connection with installation and modification of traffic signals at the West Linn Bridge ramp terminal intersections with US99E.

4v. Approved an agreement with the City of Salem and Fred Meyer, Inc. covering installation of traffic signals on Highway 99E at Madrona Avenue.

4w. Approved an agreement with the City of Canby covering installation of a traffic signal at the intersection of US99E and Elm Street at an estimated cost of $6,200 to the State.

4x. Approved an agreement with the City of Klamath Falls for the installation of traffic signals at the intersection of Alameda and Esplanade Streets, the State's share ($10,000) to be taken from State Construction Funds.

4y. Approved an agreement with the City of West Linn covering relocation of the Willamette Reservoir at an estimated cost of $109,000 to be financed with Interstate funds.

4z. Approved a throughway abandonment agreement with Clackamas County covering construction of the Eagle Creek-Estacada Section of the Clackamas Highway.

4aa. Approved an agreement with the Southern Pacific Transportation Company for improvement of grade crossing signals on Pacific Highway West in Newberg, the estimated cost of $25,140 to be borne 50-50 and the State's share to be taken from State Construction Funds.

NOA:

(1) Approved a tri-party agreeement between the City of Portland, Southern Pacific Transportation Company, and the State relative to the construction of a grade separation at 17th and Powell in Portland. The Commission agreed to pay one third of the total cost which is estimated to be $3,400,000.

(2) The Commission concurred in the appointment by the Attorney General of L. I. Lindas as Chief Counsel.

Delegations:

10:15. The Jefferson County Chamber of Commerce requested that a third lane be added to the Warm Springs Highway from the Deschutes River to the top of the hill. This would be an extension of some three-laning that is now in existence. The Commission said that the Division would investigate.

Mr. Klaboe: Please prepare a cost estimate.

Delegations: Cont.

10:15. Al Reinertson and Homer Damon from the John Day-Mt. Vernon area requested that the remaining six miles along Beech Creek north of Mt. Vernon have early attention. They also requested that the Mitchell Mountain and Rock Creek Sections on the Ochoco Highway be modernized.

Chairman Jackson said that the Commission would do its best to solve critical needs in the Eastern Oregon area and would exert every effort to find sufficient funds to do so.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
Division Engineers

18-1150 Midland Information Center, on 1971
The Dalles-Calif. Highway, S. of
#7618 Klamath Falls

FORWARDED
FOR FILE
7618

October 31, 1972

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On October 20, 1972, we wrote to you concerning release of final payment on Contract No. 7618 awarded to Aichele Landscaping, Inc., for landscape improvement on the Midland Information Center of The Dalles-California Highway in Klamath County.

Final payment on this contract is $13,814.38 and the total contract amount is $131,097.07 including $745.27 for work performed under force account.

Very truly yours,

G. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. F. Putnam

RECEIVED
OCT 20 01

FOR FILING

OREGON STATE HIGHWAY DIVISION

7618

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7618, Work Completed June 9, 1972

Project Midland Information Center

Highway The Dalles-California County Klamath

Type of Work Landscape Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date October 19, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:dg

cc C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
OCT 18 1972
FOR FILING

Salem, Oregon

October 18, 1972

J. F. Putnam
Regional Engineer

7618

L. H. Young
Programing Engineer

Requirements Final Contractor Payment

Contract 7618, Third Notification Date October 13, 1972

Project Midland Information Center

Highway The Dalles - California

County Klamath

Type of Work Landscape Improvement

Final contractor payment will require:

Final Region Inspection Report _____
Post Semi-final Pay Estimate _____
Materials Report, Form PE-47 _____

Contract work completion date June 9, 1972

VG:pr

cc: E. J. Dunn, Resident Engineer

RECEIVED
JUN 22
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7618

June 20, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

Your request for a time extension of 30 days on Contract No. 7618 for work on the Midland Information Center on The Dalles-California Highway in Klamath County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of nine days is granted without assessment of liquidated damages. This establishes a new completion date of June 9, 1972, which was the actual project completion and therefore deletes all time liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

bc: Floyd Query
A. E. Johnson
F. B. Klaboe
C. T. Keasey
V. E. Skoog
J. F. Putnam
E. J. Dunn
L. H. Young
V. L. Gallagher
JAB:fw cg

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO Oregon State Highway Commission
ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7618
Midland Information Center
The Dalles-California Highway

Aichele Landscaping, Inc., contractor on the Midland Information Center on The Dalles-California Highway in Klamath County, Contract No. 7618, has made a request for extension of the contract time because of adverse weather and work added to the contract.

This contract started in August 1971, with a specified completion date of May 31, 1972. Two added price agreements increased several items of work this spring. Additional drainage and concrete walkways were added.

The contract work (exclusive of plant establishment period when time is not counted) was just completed June 9, 1972. Because of the work added, I have approved a nine-day extension of time which will delete all nine days liquidated damages that accrued at $100 per day. This was a State project.

The matter will be on the agenda for your concurrence at the June 27 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
J. F. Putnam
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7618 Contractor Aschele Landscaping, Inc.

Highway The Dalles-California

Section Midland Information Center

Kind of Work Landscape Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend a 16-day extension to new specified completion date of June 16, 1972 because of Extra Work Order 1 and Price Agreement 1 added to the contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7618
Project designation	State / State-Federal
Date awarded	August 2, 1971
Work started	August 13, 1971
Per cent completed	52% May , 1972 (Date)
Specified Completion Date	May 31, 1972
Percent of Time Elapsed	89%
No. of Added Days Requested	30

SP-8256-724

E-210 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 24, 1972, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7618, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We are requesting a time extension of thirty (30) days at this time to cover the additional work that has been added to the contract and the adverse weather conditions.
Date awarded contract - August 2, 1971
Specified completion - May 31, 1972
Thirty (30) days requested for security measures.

Respectfully submitted,

AICHELE LANDSCAPING, INC.
Contractor

By L. K. Aichele
L. K. AICHELE V. P.

CONSENT OF SURETY

Date May 1, 1972

We, UNITED PACIFIC INSURANCE COMPANY

700 NE Multnomah, Portland, Oregon 97232, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Attorney-in-fact

SAUER & CARPENTER CO.
Resident Agent

(SEAL)

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1972

SUBJECT: Midland Information Center
Contract No. 7618
Request for Time Extension

To: Mr. A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Aichele Landscaping, Inc. requests a 30-day extension of their contract time because of added work and adverse weather conditions. Some pertinent dates are:

Bids Opened	July 29, 1971 (4 bidders)
Contract Sent	August 10, 1971
Executed contract sent	August 20, 1971
Specified completion date	May 31, 1972

The contract is now 69 percent complete with an estimated completion date of June 15, 1972, and on this basis, 15 days liquidated damages would accrue at the rate of $100 per day.

The Region recommends an 18-day extension on a time-money basis derived from two added orders. These orders are EWO 1 for removing some small areas of existing pavement and base where planting was to take place, and the significant added order is PA 1 in the amount of $6,710 which added some perforated pipe and made drainage changes, added a run of concrete walk which was left off the plans, and made changes in the finish of the tables and benches.

A review of the weekly reports indicates that this PA 1 work was started March 16 and was pretty well accomplish by April 11 or 27 elapsed days, but there was significant regular contract bid item work accomplished concurrently.

In a specified completion date contract such as this, I believe the start of the time allowed should be considered the date that the executed contract was returned to the contractor. On this basis, there were 285 calendar days available and the money added by the above two orders (5.7 percent of the contract amount)

GPO 932475-784

derives 16 days extension on the time-money basis. This would be a little over half of the elapsed time required to accomplish the PA 1 work and appears to be very liberal.

I note from reviewing the job progress through the weekly reports that there was no activity on the project for ten weeks in four separate periods. Less than two weeks of this was apparently due to weather.

Because of the added work, I recommend a 16-day extension which would be to a new specified completion date of June 16, 1972. This would delete all liquidated damages if the job is completed as now anticipated. This was a State project.

We assume a new procedure will be established and are not including a draft letter to the Highway Commission as in the past.

RECEIVED
MAY 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

7618

FORM 6.1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MIDLAND INFORMATION CENTER		WEEK ENDING: July 1, 1972
		SECTION PREFIX: 18-1150
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: MIDLAND INFORMATION CENTER	KIND OF WORK: Landscaping Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7618	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, 1971	DATE WORK STARTED: August 13, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $ 147,653.85	SPECIFIED COMPLETION DATE: May 31, 1972	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 135,945.62	ENGINEERING AUTHORIZATION $ 11,708.23	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 131,097.39	ENGINEERING COST TO DATE $ 8,3,0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: incl. Eng. 94
ESTIMATED PERCENT OVERRUN / UNDERRUN 3.6 %	PERCENT OF AUTHORIZATION 71 %	DATE PROJECT WAS COMPLETED: June 9, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

Lawn	Hydr.	Grading	Plants & etc.	P.A.#1	Misc.	Building	Pumping Syst.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,000 CY				
TOTAL QUANTITIES CORRECTED TO DATE	9,387 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,387 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY	" "			

Rooney
Keasey
Pease
Bond
Walker
Glenn
Litchfield
Johnson
Berg

RECEIVED
JUL 31 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	See Remarks.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed June 9th and entered the establishment period.

One of the contractors men will remain on the project thru-out most of the summer on general maintenance.

The Semi-final was sent to Region this week.

This will be the final weekly report for this project.

Constr. 2
Hqtr. 1
File 1✓

SIGNED R J Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
JUN 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7618

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7618**
Midland Information Center
The Dalles-California Highway

Aichele Landscaping, Inc., contractor on the Midland Information Center on The Dalles-California Highway in Klamath County, Contract No. 7618, has made a request for extension of the contract time because of adverse weather and work added to the contract.

This contract started in August 1971, with a specified completion date of May 31, 1972. Two added price agreements increased several items of work this spring. Additional drainage and concrete walkways were added.

The contract work (exclusive of plant establishment period when time is not counted) was just completed June 9, 1972. Because of the work added, I have approved a nine-day extension of time which will delete all nine days liquidated damages that accrued at $100 per day. This was a State project.

The matter will be on the agenda for your concurrence at the June 27 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
J. F. Putnam
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

RECEIVED
JUN 20 1972
FOR FILING
7618

June 20, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

Your request for a time extension of 30 days on Contract No. 7618 for work on the Midland Information Center on The Dalles-California Highway in Klamath County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, and extension of nine days is granted without assessment of liquidated damages. This establishes a new completion date of June 9, 1972, which was the actual project completion and therefore deletes all time liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
A. E. Johnson
F. B. Klaboe
C. T. Keasey
V. E. Skoog
J. F. Putnam
E. J. Dunn
L. H. Young
VL L. Gallagher
JAB:fw cg

RECEIVED
AUG 24 1971
FOR FILING

18-1150

7618

August 20, 1971

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7618 for Landscape Improvement at the Midland Information Center on The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 630
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
E. J. Dunn
Roy Olson

RECEIVED
AUG 10 1971
FOR FILING

18-1150

7618

August 10, 1971

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

Enclosed are three copies of Contract No. 7618 for $130,091.50 awarded to you by the State Highway Commission on August 2, 1971, for landscape improvement on the Midland Information Center of The Dalles-California Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures
bc F. D. Morgan
I. D. Marchant
J. F. Putnam
E. J. Dunn
Roy Olson

T-5021(2) Oregon Coast Hwy. at Olive St. 1971
(Newport) Sec.
#7619 (Traffic signals)

11-8-4 - 2614 (4 6)

7619

OREGON STATE HIGHWAY DIVISION

FORM A-150 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 117655

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-1-75	CC1501		21-0602-299

CODE: NEWPORT

- City of Newport
- City Hall
- Newport, OR 97365
- ATTN: MR. Donald A. Davis, Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5021(2) Oregon Coast Highway at Olive Street City of Newport Covered by agreement dated 4-8-71 Contract No. 7619			
Advance Deposit CLR-DT File No. 502102		2,950.00	
Amount Previously Transferred		2,450.00	
			500.00
City share per attached sheet		3,111.65	
Amount previously transferred		2,450.00	
			661.65
BALANCE DUE FROM CITY			$161.65

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-181—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Newport
City Hall
Newport, Oregon 97365
Attention of Mr. Donald A. Davis, Manager

Request No. (assigned by staff engineer or head of division) CC 1501

Date July 22, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5021(2)
Oregon Coast Highway at Olive Street
City Of Newport

Covered by agreement dated 4/8/71
Contract No. 7619

Itemized Statement: CLR-DT File No. 502102 Advance Deposit $2,950.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$2,950.00	
		Amount Previously Transferred	2,450.00	
				$500.00
		City share per attached sheet	$3,111.65	
		Amount Previously Transferred	2,450.00	
				661.65
		BALANCE DUE FROM CITY		$161.65
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,950.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $2,450.00

Give the number of the last previous request in connection with this same service. CC 1331

Credit distribution:
21-0602-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 22, 1975

CITY Newport Contract No. 7619 Date Completed 3/27/72

PROJECT # T-5021(2) Section Oregon Coast Highway at Olive Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$12,990.52
SFO No. 1 Permanent Traffic Lines	175.00
Construction Engineering	1,907.52
Preliminary Engineering	979.40
TOTAL PROJECT COST	$16,052.44
Federal Aid funds collected	9,829.13
Amount to be shared by State and City	$ 6,223.31
City share per agreement dated 4/8/71:	
50% of $6,223.31	$ 3,111.65
City's advance deposit 8/2/71	2,950.00
BALANCE DUE FROM CITY	$ 161.65

$500.00

Reference: Billing Form CC 1501

(MEMORANDUM) Pi[illegible] Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DOT. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

I-502-1(2)18 NEWPORT

VOUCHER PERIOD: FROM 3-19-71 TO 2-20-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$16,052.44	$15,457.03	63.59%	$9,829.13	$9,829.13	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

Vernon E. Skoog
Fiscal Officer-ORE
DOT

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	OREGON COAST HIGHWAY AT OLIVE ST. (NEWPORT)					
	LINCOLN COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 974.96	
	Total Preliminary Engineering Cost				$ 974.96	
	Construction					
	Type Code Y031					
	Signals (E. Olive St. at Ore. Coast Hwy.)					
	Final Contract Payment Summary	Lump	Sum		$12,990.52	
SFO #1	Permanent Traffic Lines	All	Required		175.00	
	Total Construction Cost				$13,165.52	
	Construction Engineering					
	State	All	Required		$ 1,316.55	
	Total Participating Cost				$15,457.03	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$ 4.44	
	Construction Engineering	All	Required		590.97	
	Total Nonparticipating Cost				$ 595.41	
	Total Cost				$16,052.44	

AMOUNT CARRIED FORWARD.....

FHWA APPROV... COMPTROLLE... U. S. MAY 12...

APPR...

FHWA-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

OREGON COAST HIGHWAY AT OLIVE STREET (NEWPORT)

T-5021(2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P.E.	$ 979.40	$ 619.98	-
Signals	Y031	15,073.04	9,209.15	0.00 Mile
	Total	$16,052.44	$9,829.13	0.00 Mile

S. 101 AT CLIVE ST-NEWPORT	CONT NO 7619 * FA PROJ NOS T			521002 100						
	021	0602	201	00	P	1				12,990.52
	021	0602	278	01	P	1				175.00
	021	0602	296	00	N	9			181.87	12,279.13CR
	021	0602	298	00	N	9			181.87CR	9,829.13
	021	0602	299	00	N	9				2,450.00
	021	0602	900	00	P	1			468.83CR	1,316.55
	021	0602	900	00	N	1			468.83	590.97
	021	0602	901	00	P	1				27.61
	021	0602	901	00	N	1				1.12
	021	0602	901	00		0				3.32
	021	0602	905	00	P	0				256.55

RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION			GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	021	0602	905	00	P	1			4.47
	021	0602	911	00	P	1			553.82
	021	0602	920	00	P	1			2.38
	021	0602	921	00	P	1			108.72
			TOT	00					259.88
			TOT	P1				468.83CR	15,200.47
			TOT	N1				468.83	592.09
			** JOB TOTALS **				**	**	16,052.44 **
ATERLIN DR-NEWPORT	CONT NO 7886 * FA PROJ NOS T			521003 100					
	021	0603	201	00	P	1		8,180.59	19,516.84
	021	0603	204	00	N	9		558.46	
	021	0603	206	00	N	1		1.29	1.29
	021	0603	296	00	N	9		15,421.73CR	21,390.00CR
	021	0603	298	00	N	9		10,521.73	16,490.00
	021	0603	299	00	N	9		4,900.00	4,900.00
	021	0603	900	00	P	1	3,747.96CR	1,567.50CR	2,003.15
	021	0603	900	00	N	1	3,747.96	3,775.24	3,780.90
	021	0603	901	00	P	1			1,949.46
	021	0603	905	00	P	1	3.60CR	1.36	847.88

7619

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

July 16, 1973

Dear Don:

The following is in response to your inquiry as to the status of TOPICS funds for Newport:

	Estimated Cost
Project T-5021(1) Areawide TOPICS Plan	$ 3,000
Project T-5021(2) Ore. Coast Hwy. @ Olive St.	16,000
Project T-5021 (3) Ore. Coast Hwy.-Naterlin Dr.	29,000
TOTAL	$48,000

#7619

Total TOPICS funds available to Newport amount to approximately $48,000, so as of now your account balance is zero.

Congress has not acted on a new highway bill as yet, with no indication as to when they will. However, from what little information we have received, it appears that the TOPICS program will be discontinued. Therefore, the chances of any more TOPICS money being made available to Newport are very slim if not nil.

Your Areawide TOPICS Plan has been sent to the printers and should be available to you around the first of August.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:lat
bc: R. L. Schroeder
L. H. Young
L. E. George
C. O. Fredrickson

RECEIVED
JUL 18 1973
Office of Assistant County Engineer

NOTED
R. L. SCHROEDER

7619 — STATE COPY — 5

OSHD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)
2-13-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Lincoln	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-13-73	P. V. Riedl, Area Engineer		F-5021(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-27-72	11-9-72	99 %	220 days
APPROVED EXTENSIONS	**LOCATION**		
—	Intersection of US 20 and 101 in Newport, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COAST HIGHWAY-WEST OLIVE STREET SECTION
CITY OF NEWPORT
Traffic Signals

FEB 21 1973
REGIONAL OFFICE

The work performed under this contract consisted of the following work at the intersection of the Oregon Coast Highway (Cape Street) and Olive Street (Corvallis-Newport Highway) in the City of Newport:

1. Installation of traffic signals
2. Perform additional and incidental work as called for by the specifications and plans.

The project was completed on March 27, 1972, using 218 of the 220 calendar days allowed.

The final cost of the project was $11,500 which was the lump sum set up in the project. Price agreements and extra work orders comprised the remaining portion of the increase. Information on the overruns and underruns also is on file in the Division office.

NOTED
H. S. COULTER
2-23-73
cy Kenneth Young

Info	Invcs	R/D	D/R	Sign	Act	File

FOR REFER TO — FEB 22 '73 — RECEIVED STATE HWY ENGR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original signed by P. V. RIEDL	SIGNATURE	Original Signed By VERNON V. CUSACK
P. V. Riedl		Vernon V. Cusack	Assistant Division Engineer
TITLE Area Engineer	DATE 2-[illegible]73	TITLE Acting Division Engineer	DATE FEB 20 1973

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

OREGON STATE HIGHWAY DIVISION

7619

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 1, 1973

Federal-aid Project No. F-5021(2)

FROM L. H. Young
Office Engineer

ORIGINAL SIGNED BY R. D. ASBURRY

SUBJECT Request; Federal-aid Project Acceptance

Contract 7619 Work Completed March 27, 1972

Project Oregon Coast Hwy. at Olive St. (Newport)

Highway Oregon Coast

County Lincoln

Acceptance: State Highway Commission November 9, 1972

Federal Highway Administration April 4, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:dgk

cc: V. E. Skoog

RECEIVED
DEC 1 - 1972
FOR FILING

7619

December 1, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 15, 1972, we wrote to you concerning release of final payment on Contract No. 7619 awarded to Stronk Electric Company for traffic signals on Olive Street in the City of Newport on the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $573 and the total contract amount is $12,990.52 including $1,490.52 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Stronk Electric Company
P. O. Box 1243
Medford, Oregon 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Mosmer
J. B. Boyd

S

RECEIVED
NOV 9 - 1972
FOR FILING

7619

Date November 9, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7619, Work Completed March 27, 1972

Project Oregon Coast Hwy. at Olive St. (Newport)

Highway Oregon Coast, County Lincoln

Type of Work Traffic Signals

Contractor Stanek Electric Co.

Recommended Acceptance Date November 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:pr
cc: C. W. Stead
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart

OREGON STATE HIGHWAY DEPARTMENT

..IGHWAY DEPARTMENT INVOICE

NO. 110092

FORM A-100 (9-66)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	ee 1331		21-0602-299

.City of Newport
.City Hall
.Newport, Oregon 97365
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Donald A. Davis, Manager			
Advanced Deposit			$ 2,950.00
Partial transfer of advance deposit for construction of the Oregon Coast Hwy. @ Olive St. TOPICS Project. Contract # 7619			
Covered by agreement dated 4-8-71			$ 2,450.00
to be retained			$ 500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
BP*0342-T24

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF NEWPORT
CITY HALL
NEWPORT, OREGON 97365
Attention of
Donald A. Davis, Manager

Request No. (assigned by staff engineer or head of division) cc 1331

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5021(2)

Itemized Statement:

Advance Deposit $2,950

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Oregon Coast Hwy. @ Olive St. TOPICS Project. Contract #7619.		
		Covered by agreement dated 4/8/71.		2,450
		TO BE RETAINED		$ 500

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 2,950

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
21-0602-299

Submitted by:
Richard Bladorn RICHARD BLADORN

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7619 DIVISION FILE COPY STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-48		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
8		Lincoln
MODIFICATION NUMBER	(PPM 21-2)	PROJECT NUMBER
1	8-13-72	T-5021(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 18, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,420	$ 15,756
Federal Funds	$ 9,162	$ 10,011
Other revisions		

This modification is made for the following reasons:

Increase in cost by approved extra work order

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of August, 19 72.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G F Wallack
(Division Engineer)

for G. L. Green Acting Division Engr.

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-469

Oregon State Highway Division

Federal Aid
Project No. T-5021(2)

OREGON COAST HIGHWAY AT OLIVE ST. (NEWPORT)

LINCOLN COUNTY

Salem, Oregon, August 7, 1972

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code Y031
Signals (E. Olive St. at Ore. Coast Hwy.)

Traffic Signal Installation, Complete	All Required	$11,500.00
Flagging (60% of Contractor's Cost)	All Required	500.00
Permanent Striping	All Required	200.00
EWO #2 Install 1-inch Conduit	All Required	1,215.00
Subtotal		$13,415.00
10% Engr. & Cont.		1,341.00
Total		$14,756.00

Length of Project - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Signals	14,756.00	9,377.00	2,689.50	2,689.50
Total	$15,756.00	$10,011.00	$ 2,872.50	$ 2,872.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7619

Prefix 21-0602

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-69		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	8-18-71	Lincoln
		PROJECT NO. T-5021(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Newport: Jct. US 20 (Olive St.) and US 101

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING	Field Work P.S.&E. Prep.	3-19-71 7-1-71	
RIGHTS-OF-WAY			
CONSTRUCTION		7-7-71	0.00
OTHER (Specify)			

FUNDS

Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,420	$ 9,162

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. E. Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer AUG 18 1971

Oregon State Highway Division

Federal-Aid
Project No. T-5021(2)

OREGON COAST HWY. AT OLIVE ST. (NEWPORT)

LINCOLN COUNTY

Salem, Oregon, August 16, 1971

Project Agreement Estimate.

Type Code PE Preliminary Engineering	All Required	$ 1,000.00
Type Code Y031 Signals (E. Olive St. at Ore. Coast Hwy.)		
Traffic Signal Installation, Complete	All Required	$11,500.00
Flagging (60% of Contractor's Cost)	All Required	$ 500.00
Permanent Striping	All Required	200.00
		$ 700.00
Subtotal		$12,200.00
10% Engr. & Cont.		1,220.00
Total		$13,420.00

Length of Roadway - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Signals	13,420.00	8,528.00	2,446.00	2,446.00
	$14,420.00	$9,162.00	$2,629.00	$2,629.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7619
Prefix: 21-0602

1617

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Newport Signals	SECTION: Oregon Coast Hwy @ Olive St. (Newport)	WEEK ENDING: 12 May 72
		SECTION PREFIX: 21-0602
	HIGHWAY: Oregon Coast	COUNTY: Lincoln
	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Steeck Electric Co.	CONTRACT NUMBER: 7619	FEDERAL AID PROJECT NUMBER: T-5021 (2)
DATE OF CONTRACT: 9 Aug 71	DATE WORK STARTED: 11 Jan 72	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 218
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $ 13,959.00	ENGINEERING AUTHORIZATION: $ 1,220.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
EXCLUSIVE OF ENGINEERING: $ 12,749.00	ENGINEERING COST TO DATE: $ 1,711.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,191.	PERCENT OF AUTHORIZATION: 140 %	DATE PROJECT WAS COMPLETED: 27 Mar 72
ESTIMATED PERCENT: OVERRUN 3 %		

SF Est submitted 10 May 72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ovcst			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing
Kensey — Pease
Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
MAY 16 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi - Final [redacted] submitted 10 May 72.

This is the FINAL WEEKLY REPORT.

SIGNED W. R. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 1 1972

FOR FILING

STAFF COPY

4-4-72

cc: OSHD (Johnson)
Region
Wash DC

FORM FR-33B
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

7619

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	3	Lincoln	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
4/4/72	J. R. Schultz, Area Engineer		T-5021(2)
In Company With			
*See below			
Quality of Work*	**Progress of Work**	**Time Elapsed**	**Work Completed**
Satisfactory	Satisfactory	99 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
MAY 9 1972
REGIONAL OFFICE

OREGON COAST HIGHWAY-WEST OLIVE STREET SECTION
CITY OF NEWPORT
Traffic Signals

*G. W. Wimer, Regional Construction Engineer, OSHD
A. A. Rear, Bridge Field Engineer, OSHD
H. H. Patterson, Resident Engineer, OSHD
Daryl Dodge, Superintendent, Steeck Electric Co.

F.H. NO.

The project was found to be completed in reasonably close conformity with the plans and specifications. Pavement marking was completed and signals were functioning as designed. According to the Resident Engineer, contract work was completed on March 27, 1972. The contractor used 218 of the 220 calendar days allowed.

The project file indicated the contractor has substantially complied with EEO requirements.

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

5-12-72
Johnson

NOTED
TOM EDWARDS

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
APR 20 1972

STAT COPY

FOR FILING

OREGON STATE HIGHWAY DIVISION

7619

HIGHWAY BUILDING • SALEM, OREGON • 97310
March 30, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5021(2)

FROM George H. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Contract Work Completed

Contract 7619 Work Completed March 27, 1972

Project Oregon Coast Highway at Olive St. (Newport)

Highway Oregon Coast

County Lincoln

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

NOTED
L. R. KLABOE

Acceptance Date April 4, 1972

Conditions not acceptable: None.

for G. K. Hoerner
R. E. Simpson
Division Engineer

4-20-72

cc: Tom Edwards
L. H. Young

Young

RECEIVED
APR 6 1972
OFF
STATE

RECEIVED
MAR 1 2 1972

2-17-72 STATE C

FORM PR-33A
(REV. 3-68)

cc: OSHD (Johnson)
Region
Wash DC

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

7619

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Lincoln	Oregon

Date of Inspection	Inspection Made By	Project No.
2/17/72	J. R. Schultz, Area Engineer	T-5021(2)

COPY SENT

In Company With

H. H. Patterson, Res Engr, OSHD

Location

At Intersection of West Olive Street and US Highway 20 with US Highway 101 in the City of Newport, Oregon

MAR 8 1972

REGIONAL OFFICE

Contractor Name and Address

Steeck Electric Company, Medford, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8/9/71	$11,500	220 cal. days	8/23/71	1/11/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	89 %	10%

Roadbed (Width) N/A *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031	0.00	N/A	N/A	N/A

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
None		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

3-10-72
RETURNED TO
Young
BY RESIDENT STATE HIGHWAY ENGINEER

OREGON COAST HIGHWAY-WEST OLIVE STREET SECTION
CITY OF NEWPORT
Traffic Signals

1. Work Completed

The only work completed so far is the installation of the pole bases. Although the percentage value of this work lags the percentage of time elapsed by a substantial amount, the progress is not considered unsatisfactory at this time. The signal poles have been delivered to the project and if the value of the materials on hand were reflected in the percentage of work completed, it would be in the range of 50%. The resident engineer expects that the contractor will be able to complete the work within the contract time allowed.

2. EEO

It was noted that all of the required posters were displayed on a bulletin board at the worksite. The project EEO file was reviewed. The contractor has designated an EEO officer and has held at least one meeting with his

(more)

NOTED
JOM EDWARDS

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

own personnel to discuss his EEO policy. The contractor's staffing report for the month of January was also on file. No minorities are being employed on the project at present.

3. Changes

The contract plans indicate utilization of an existing conduit across West Olive Street between Poles No. 1 and No. 5: however, it has been found that this conduit is not usable and the resident engineer has been negotiating for a price agreement to install a new conduit across West Olive Street. The contractor has not submitted an acceptable price and it appears that the work will have to be done on a force account basis under an extra work order. The estimated cost of the work is $250. Approval is recommended on a participating basis.

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7619

Form F-208—5M

STATE COPY G-11

EFFECTIVE DATE 2-3-72
Payment upon modification of pro-
ject agreement if additional funds are
used

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G. K. Hammer
Dist. Engineer

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oregon Coast Hwy. @ Olive St.(Newport) — Date 3-13-72 14 February 19 72

Highway Oregon Coast — FEDERAL HIGHWAY ADMINISTRATION Contract No. 7619 —

County Lincoln — Prefix 21-0602 —

Contractor Steeck Electric Co. — F. A. Project No. T-5021(2) —

Address P.O. Box 1243, Medford, OR 97501 — Order No. 2 —

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 1-inch Galvanized electrical conduit.

to Const 3-14-72

RECEIVED
MAR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

West Olive Street.

Estimate of quantities and cost:

Materials, Equipment Rental & Labor $250.00 —

NOTED
A.E JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing conduit found to be unsatisfactory for use.
Installation shall conform to applicable Special & Standard Specifications.
Percentage allowances to the Contractor shall conform to the provisions of the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 13,969.00 —	Space to right of this lines for use of Salem Office
Present estimate of project cost, including $ 250.00 — for work under this order	$ same	
Expected under-run / over-run amount	$ none	
Expected under-run / over-run per cent	0.00	

Submitted by: H. D. Patterson
Resident Engineer

Approval Recommended: R. W. Ellison
Construction Engineer or Bridge Engineer

Approval Recommended: [signature]
Division Engineer

Approved: [signature]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

SP*23577-734

RECEIVED
SEP 22 1971
FOR FILING

I-5021(2)
7619

September 21, 1971

Steen's Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7619 for traffic signals on Olive Street in the City of Newport of the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Ins. Co.
P. O. Box 1788
Eugene, Oregon 97401

bc F. D. Morgan
I. D. Merchant
J. B. Boyd
H. H. Patterson

9.18.71

RECEIVED
AUG 24 1971
FOR FILING

FORM F 240
(Rev. 4-69)

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

T-5012(2)

STATE PROJECT NO.
OREGON COAST HIGHWAY AT OLIVE ST. - NEWPORT

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

T-5021(2)

PROGRAM NO.

ITEM NO.
T-29

COUNTY NAME
LINCOLN

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
7614

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	PRIMARY 2 AND 22
		STATE ROUTE NUMBER: STATE PRIMARY 8 AND 33

LIMITS OF AUTHORITY

SUPPLEMENTING OUR JULY 7, 1971 PS&E AUTHORIZATION YOU ARE AUTHORIZED TO PROCEED WITH PERMANENT STRIPING IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) PERMANENT STRIPING $200.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Young
8-20-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-18-71	[signature]	FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
AUG 11 1971
FOR FILING

I-5021(2)
7617

August 11, 1971

Stock Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7619 for $11,500 awarded to you by the State Highway Commission on August 9, 1971, for traffic signals at Olive Street and the Oregon Coast Highway in Newport in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 23, 1971.

Very truly yours,

Floyd Oberg, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Encl.
cc Frank Morgan
Ivan Merchant
J. B. Boyd
H. H. Patterson

FORM H-80-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Lincoln City, Oregon
August 5, 1971

SUBJECT: Traffic Signal Installation
Olive St. (Newport) Intersection
Oregon Coast Highway

To: H. M. Patterson
Resident Engineer
Newport, Oregon

As instructed by Mr. J. B. Boyd's letter of July 7, 1971, I hereby transfer the above mentioned project to you in its entirety.

Charles W. Elroy

Charles W. Elroy
Resident Bridge Engineer

cc: J.B. Boyd
Ivan Merchant
H.S. Cox
Steele Electric Co.

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1971
ENGR. COOR. GE AE UE
UPE GE RE RPR

August 2, 1971

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Re: TOPICS Project T-5021(2)
Oregon Coast Highway @ Olive Street

Dear Don:

This will acknowledge receipt of the City of Newport's check #11806 in the amount of $2,950 which is the required amount for an advance deposit for the subject TOPICS project.

It is anticipated that the contract for this project will be awarded tomorrow.

Very truly yours,

H. B. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:lat
bc J. B. Boyd

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE CITY MANAGER

July 30, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: TOPICS Project T-5021(2) - Oregon Coast Hwy at Olive St.

Attention: Mr. Richard Bladorn ✓
Regional Program Director

Dear Dick:

Enclosed is the city's check to cover our 20 per cent share of the TOPICS Project at Hwy. 101 and 20.

I have a question regarding the construction of the turn-off at the north end of the Yaquina Bay Bridge. In a telephone message you stated that because it was on park property, it has a designation of Section 4-F. The delay of six months, or to the construction season to the summer of 1972, is not really important to me, but I would be interested in knowing what the Section 4-F does to the project.

8-2-71 Phoned Don Davis Not in - gave information to his Secretary B

Also, I notice you have an estimated cost of $25,000. I ran through a cost based on what we pay for local streets and came up with $15-16,000, and in talking to your Regional Traffic Engineer, Rick Kuehn, he said that this was close to what their department had estimated when we were considering it as a state project. I am curious as to why the need for the additional $10,000.

Very truly yours,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DD:ms

enclosure

RECEIVED
COUNTY & CITY SECTION
AUG 2 - 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
JUL 30 1971
FOR FILING

bc F. B. Klaboe
L. H. Young
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

T-5021(2)
7619

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 29, 1971

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Re: TOPICS Project T-5021(2)
Oregon Coast Highway @ Olive Street

Dear Don:

The Highway Commission opened bids today on the subject TOPICS project. The apparent low bid was submitted by Steeck Electric Company of Medford.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$11,500
Anticipated additional item (Flagging)		500
	TOTAL	$12,000
Engineering & Contingencies (14½%)		1,740
	TOTAL	$13,740
Estimated preliminary engineering to date		1,010
TOTAL estimated project cost		$14,750

City's advance deposit:
20% of estimated project cost $ 2,950

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check or warrant (in the amount of $2,950) payable to the Oregon State Highway Commission. Forward the check or warrant to Mr. H. S. Cox, County and City Engineer, Oregon State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:lat

Form E-123

T.

Box 300
Salem OR 97308

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

July 19, 1971

Original Signed by
R. E. Simpson

08-35.7/410.51

R. E. Simpson, Division Engineer
Salem, Oregon

Availability of Right of Way

Authorization to advertise the physical construction of a project requires a statement (Paragraph 7 of PPM 21-12) that all necessary rights of way including control of access rights when pertinent have been acquired including legal and physical possession. Recent statements submitted covering TOPICS projects merely indicated that all rights of way and right of entry are to be acquired by other agencies. This involved T-5025(4), T-5028(1), T-5021(2), and T-5019(3).

It is the responsibility of the State to provide the proper certifying statement at the PS&E stage. All future projects should include the proper certifying statement.

cc:
CSHD (J R Oakes)
OSHD (L H Young)

7-23-71 B.

T-5025(4) Harrison @ 32nd (Milwaukie) - R/W Not secured yet
T-5028(1) Mission @ 25th (salem) - R/W cert. to Oakes
✓ T-5021(2) Ore. Coast Hwy @ Olive (Newport) - No R/W
T-5019(3) 6th St-Stewart Hwy (Medford) - No R/W

NOTED
R. D. ASBURRY

RECEIVED
JUL 22 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
COUNTY & CITY SECTION
JUL 22 1971
☑ ENGR. ☐ C.&R. ☑ ☑ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

Copy
7-22-71
ms

Clare

RECEIVED
JUL 16 1971

7-16-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM FHWA-PR-1 (REV. 3-67)

FOR FILING LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5021(2)

STATE PROJECT NO.
OREGON COAST HIGHWAY AT OLIVE ST. (NEWPORT)

COUNTY NAME
LINCOLN

PROGRAM NO.

ITEM NO.
T-29

PROGRAM STAGE (Check)
[ ] 1 [X] 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
T-5021(2)
7619

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

L

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	PRIMARY 2 AND 22
		STATE ROUTE NUMBER: STATE PRIMARY 9 AND 33

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

Young
W/enc.
7-21-71

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

7-1-71

RECEIVED
JUL 8 - 1971
FOR FILING

FORM [illegible]
(REV. [illegible])

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

	T-5021(2)
	STATE PROJECT NO. OREGON COAST HIGHWAY AT OLIVE ST. (NEWPORT)
PROGRAM NO.	COUNTY NAME: LINCOLN
ITEM NO. T-29	PROGRAM STAGE (Check): [ ] 1 [XX] 2

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO: T-5021(2)
7619

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 1, 1971	PRIMARY ROUTE #2
		STATE ROUTE NUMBER: STATE ROUTE 9

LIMITS OF AUTHORITY

AS REQUESTED IN MR. KLABOE'S JUNE 21, 1971 LETTER YOU ARE AUTHORIZED TO PROCEED WITH PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

7-7-71

RECEIVED
JUL 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 1, 1971	H. Green	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 30 1971

FHWA-HBV-1-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

T-5021(2)
7619

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 28, 1971

In reply refer to: 08-35-EC

SUBJECT: Oregon Project T-5021(2) TOPICS
Oregon Coast Highway at Olive Street
(Newport) Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS Project as requested in Mr. Klaboe's June 21 letter.

6-30-71
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

~~Orig. and Cont. Highway at Alice St. (Airport) Sec.~~

Cost Estimate

Item No.	Item 6-22-71	Unit	Quan.	Unit Cost	Total
1.	Traffic Signal Installation, Complete	Lump Sum	All Spec		$ 13,600
	Addl Items				
	Flagging $500				
	Perm Striping 200				700
				14,300	
	14½% Engr & Contgn.			2,073.50	
				$ 16,373.50	

RECEIVED
COUNTY & CITY SECTION
JUN 22 1971
☐ ENGR. ☐ CoSR. ☐ LE ☐ AE ☐ ME
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
JUN 22 1971
FOR FILING

T-5021(2)

7619

Hearing not required

June 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Oregon Coast Hwy. at Olive St. (Newport) Section
Project T-5021(2)
Lincoln County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the proposed TOPICS Project at the intersection of the Oregon Coast Highway, US 101, and Olive Street, City of Newport in Lincoln County.

Location/Design: The location is the existing highway intersection facility. The proposed design is a pre-timed four-phase traffic signal system which will be interconnected with the existing traffic signals at the Hurbert Street intersection of the Oregon Coast Highway, US 101.

More complete location/design details are contained in the enclosed study report which consists of the following documents:

1 copy Report from County and City Section, June 16, 1971
1 copy Request for TOPICS Project by City of Newport, January 7, 1971

The Highway Division having considered all the data has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

A public hearing is not required under the provisions of paragraph 6a of PPM 20-8.

The proposed project is exempt from State and District 4 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8.

A "Negative Environmental Declaration" for the proposed project is being submitted under a separate letter for your concurrence.

We also request your authorization to proceed with the P.S. & E. phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-2021(2).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Kinbee
Assistant State Highway Engineer

KNC:bb
Enc.

cc: R. L. Porter
Tom Edwards
L. H. Young
Frank Hall
M. S. Cox
R. H. Chase
B. L. Clifford

FORM E-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1971

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

SUBJECT: Location/Design Approval
Project T-5021(2)
Oregon Coast Hwy @ Olive St
(Newport) Section

Processing for location/design approval for the subject TOPICS project is requested.

STUDY REPORT

Location: Existing intersection of the Oregon Coast Highway and Olive Street.

Design: Consists of a pretimed four-phase traffic signal interconnected with the existing signal at Hurbert Street.

Clearinghouse Approval:

State - Exempt per working agreement dated April 28, 1970.

District #4 - Exempt per working agreement dated August 7, 1970.

A public hearing is not required under the provisions of PPM 20-8.

The proposed project consists of the upgrading of the existing traffic signal, interconnection, and striping to provide for a more efficient flow of traffic through the intersection and therefore will have no additional adverse social, economic or environmental impact.

The State Highway Division has considered the above and has concluded that the location/design is appropriate for the proposed project.

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
cc: F. B. Crandall
R. D. Asburry

RECEIVED
JUN 17 1971
PROGRAM & PLANNING
DIVISION

R. W. ELLISON

SP*52478-734

Kemp

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Negative Environmental Declaration
Project T-5021(2)
Oregon Coast Highway at Olive Street
(Newport) Section
Lincoln County

Dear Sir:

We hereby request your concurrence in the enclosed "Negative Environmental Declaration" by the City of Newport, dated March 11, 1971, for the subject project.

The Highway Division agrees and concurs with the enclosed "Negative Environmental Declaration" and intends to include same as part of the required study report documentation when location/design approval is requested for said project.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FHWA Endorsement to State Highway Division

Date JUN 24 1971

I concur

for R. E. Simpson
Division Engineer

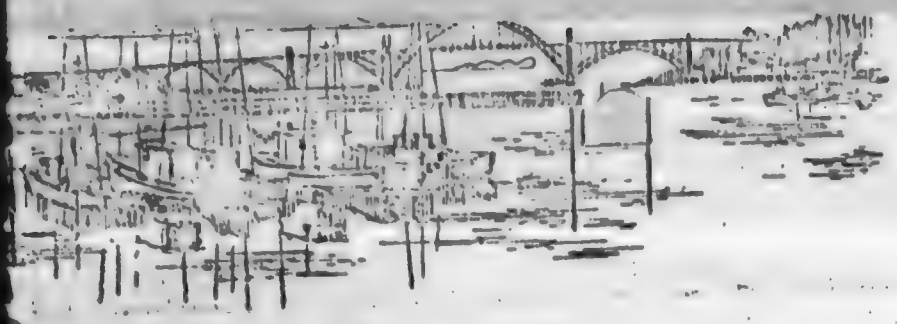
RECEIVED
JUN 28 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Young 6-28-71

NOTED
W. H. TEBEAU

NOTED
F. B. KLABOE



CITY OF NEWPORT

810 S.W. ALDER STREET

NEWPORT, OREGON, 97365

(503) 265-5331

OFFICE OF THE CITY MANAGER

March 11, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

The enclosed negative declaration is to accompany our request for approval of a Federal TOPICS project on the Oregon Coast Highway at Olive Street.

Very truly yours,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DD:ms

enclosure

RECEIVED
COUNTY & CITY SECTION
MAR 12 1971

RECEIVED
MAR 12 1971
PROGRAM & PLANNING
DIVISION

cc: R.N. Chase

NOTED
R. N. CHASE

NEGATIVE DECLARATION FOR TOPICS PROGRAM FOR SIGNAL MODIFICATIONS AT THE INTERSECTION OF HIGHWAYS 101 AND 20, IN NEWPORT, OREGON

The project is at the intersection of U. S. Highways 101 and 20, and involves adding two left-turn refuges for east and west turns from Highway 101 to Highway 20 and West Olive St. The left turn movements would be regulated by two additional signal heads being installed on the existing suspension system.

This intersection is the principal intersection of the two arterial highways that serve Newport. The present signals are traffic activated signals that allow north-south movements on Highway 101 and east-west movements on Highway 20 and West Olive St. There are no provisions for left-turn refuges or signal heads to control left turn movements. Because of the offset nature of the intersection, traffic on Highway 101 that is held up by a driver waiting to make a left turn to the east or west is usually left stranded in the middle of the intersection, and causes further problems for the east-west movement on the next signal change.

The addition of left-turn refuges on Highway 101 with attendant signals to regulate the turning movements will correct a traffic problem that is time consuming and frustrating for the through traffic on Highway 101, Oregon's "principal coastal highway," and should reduce the number of rear-end collisions that occur to both the through traveler and the local user.

The installation of two additional traffic signal heads on the existing cable suspension and the painting of left-turn refuges on Highway 101 where there is currently diagonal cross markings that were placed in anticipation of this improvement, will not effect the access or increase the noise level or damage any trees of the surrounding property owners. There will be no displacement of people and no increase in the level of air and water pollution.

RECEIVED
COUNTY & CITY SECTION
MAR 12 1971
NOTED
R N CHASE

cc: R.D Asburry
C.G. Swenson
R.N. Chase
T.W. Litchfield

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5021(2)
Highway No. 9
Project Name Oregon Coast Hwy. @
Olive St. (Newport) Section

We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon
this 10 day of June, 1971.

City of NEWPORT
By Donald A Davis
Title City Manager

RECEIVED
COUNTY & CITY SECTION
JUN 11 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

2/26/71

CC: F.B. Crandall
C.G. Swenson
R.N. Chase
R.D. Asburry
L.P. Renz (FHWA)

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5021(2)
Project Name: Oregon Coast Hwy. @
Olive Street (Newport) Section

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at State Highway Shop Area NE 1ST & Benton
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Newport, Oregon, this 10 day of June, 1971.

RECEIVED
COUNTY & CITY SECTION
JUN 11 1971
☐ ENGR. ☑ CLOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF NEWPORT
By Donald A Davis
Title City Manager
By
Title

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

Salem, Oregon
(date)

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway ----- (TOPICS project)

Section Oregon Coast Hwy. @ Olive Street (Newport): Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
ENGR. COOR. CE AE UE
CPE CE RE RPE

May 20, 1971
(date)

By Donald A. Davis
City Manager

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

21-0602

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1971

SUBJECT: Newport TOPICS Project
Intersection US 20 and 101

To: Frank Hall
DESIGN ENGINEER

Attached are a striping plan and a sketch map of the existing conditions in the southeast quadrant, both for the subject project. Newport City Manager, Donald A. Davis, reviewed a preliminary sketch of the striping plan yesterday in this office and gave his verbal concurrence to me on the telephone today.

At the same time he also saw the grade problem of constructing any curb, sidewalk, and driveway in the southeast quadrant. He concurred with leaving such work for a future cooperative project with state maintenance forces.

He did, however, want to relocate the pedestrian signal and push button in the southeast quadrant to a location that would fit a future curb plan. This will only require a small raised island of the same dimension that presently exists but a location about three feet easterly and slightly south of the present location. It will also necessitate the relocation of a private sign. This information should be sufficient to complete the detailing of the subject plans. A copy of this report and its attachments are being forwarded to the Traffic Section to expedite their portion of the plans.

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
Attachs.
cc: Val Johnson
Dick Bladorn
Howard Johnson
H. H. Patterson

RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

SKETCH MAP

OLIVE & HWY 101 INTERSECTION
FOR TOPICS SIGNAL PROJECT
SEE CITY OF NEWPORT DRAWING
DATED SEP 1, 1970
SCALE: 1" = 20'

ORE. COAST HWY.
(NORTH →)

REVISE AS SHOWN
ON STRIPING PLAN

REMOVE CONC. ISLAND,
APPROX 10 SQ. FT.

FUTURE CURB, TYPE C
80 LIN. FT., OR 2.5 CU. YDS.

EDGE ASPHALT

DRIVEWAY (FUTURE) SIDEWALK

PROPERTY LINE

5'

FUTURE RADIUS

REBUILD
ISLAND

PUMPS

VOLKS-
WAGON
GARAGE

SIMMONS'
SERVICE STATION

CONC. BASE

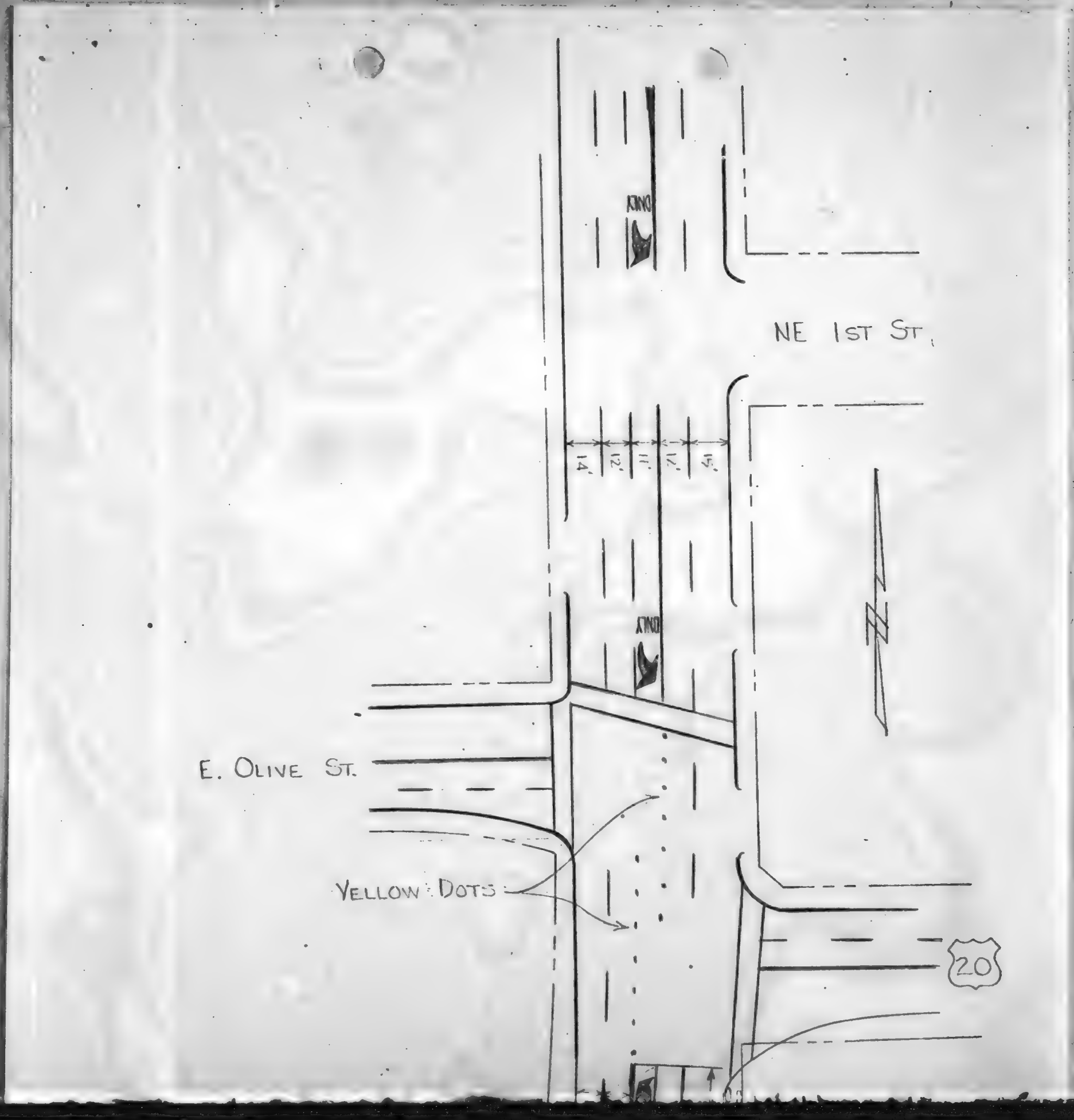
PROPERTY LINE

FUTURE SIDEWALK

FUTURE CURB

HWY 20
(EAST OLIVE)

DRIVEWAY


ONLY
NE 1ST ST.
14'
12'
11'
12'
15'
ONLY
E. OLIVE ST.
YELLOW DOTS
20

YELLOW DOTS

WHITE STRIPE

YELLOW STRIPE

CURB

ONLY

THE ONLY REVISION IS THE INSTALLATION OF THIS REFUGE

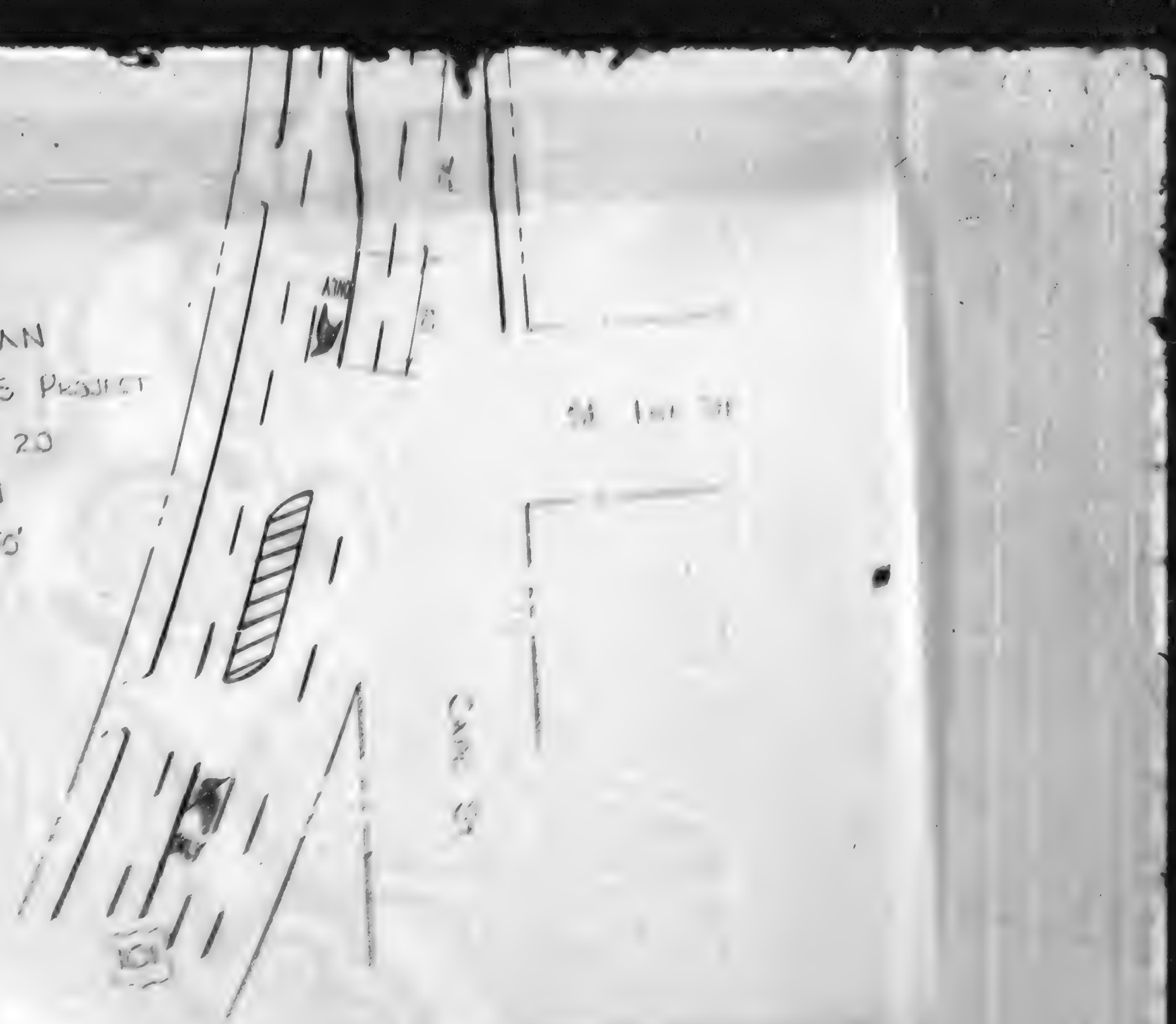
20

SE 1ST ST

CAPE ST

STRIPING PLAN
NEWPORT TOPICS PROJECT
US 101 @ US 20
MAY 1971
SCALE: 1"=50'

STRIPING PLAN
NEWPORT TOPICS PROJECT
US 101 @ US 20
MAY 1971
SCALE: 1"=50'



FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1971

To: Frank Hall
Richard Bladorn

SUBJECT: Intersection US 20 and 101
Newport TOPICS Project

Attached for your information is a copy of a letter from Donald A. Davis, Newport City Manager, where in part they are requesting that the curb return as originally planned at the southeast corner of the intersection of the Oregon Coast Highway and the Corvallis-Newport Highway be eliminated from their present TOPICS project.

It is virtually impossible to construct this return such that is adequate for the traffic and not be on private property (traffic now coming across a corner of private property). In discussing this with Mr. Davis on the phone, it was decided to eliminate this to get out of the controversy of any right of way purchasing for this project. The letter further explains how they plan on taking care of this corner.

R. D. Asburry
REGIONAL ENGINEER

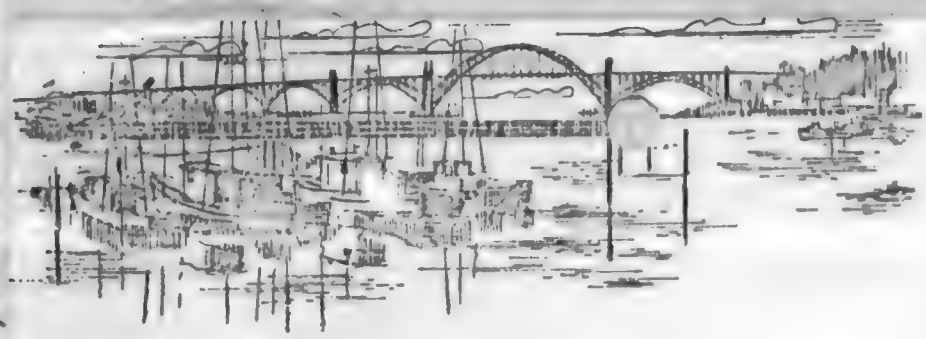
RDA/jc

Attach.

cc: H. H. Patterson
Howard Johnson
Richard Kuehn - Attached is a copy of a proposed off-ramp at the north end of the Yaquina Bay Bridge mentioned in Mr. Davis's letter.

RECEIVED
COUNTY & CITY SECTION
MAY 17 1971
ENGR. ✓ GEOR. ☐ GE ☐ TE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ RPE ☐

4



21-10

CITY OF NEWPORT

810 S.W. ALDER STREET

NEWPORT, OREGON, 97365

(503) 265-5331

OFFICE OF THE CITY MANAGER

May 11, 1971

RECEIVED
MAY 13 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

Mr. Ray Asburry
Regional Engineer
Oregon State Highway Department
2960 East State Street
Salem, Oregon 97310

Dear Mr. Asburry:

In confirmation of our telephone conversation on May 11, the City of Newport is requesting the deletion of the curb return in the southeast corner of Highway 101 and 20 that was called for in the TOPICS project as applied for by the city.

TOPIC

As a separate project for possible construction in the summer of 1972, the City of Newport is interested in working out a project with the Oregon State Highway Dept. for the improvement of East Olive St. (Highway 20), from Highway 101 to the John Moore Road intersection. We would like to curb this street to a width of 44 feet and build concrete sidewalks and the necessary drainage facilities. Complete construction drawings were made by your department for this section in 1964, but due to citizen agitation along the street, the Council did not proceed with the project at that time.

It would appear to me that the plans would still be feasible with certain modifications. The work that the Highway Department did at that time can be incorporated in nearly all places, with only a minimum of asphalt removal required to effect a city type street cross section in ceratin improvement areas. I would be interested in your appraisal of this project and what chances it might have for state aid in the upcoming biennium.

Enclosed is a copy of a proposed off-ramp at the north end of the Yaquina Bay bridge that I and Rick Kuehn have worked together on for our area-wide TOPICS plan. Would you please see that he gets this copy for his consideration.

Very truly yours,

Donald A. Davis

Donald A. Davis
City Manager

DD:ms

RECEIVED
MAY 4 - 1971

FOR FILING

I-5021(2)
7619

April 8, 1971

City of Newport
City Hall
Newport, Oregon 97365

MISC. CONTRACTS and
AGREEMENTS No. 4190

Attention: Patricia A. Plunkett
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on the Oregon Coast Highway at Olive Street in Newport.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 3-47 AND 3-48

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-19-71

BY (Signature): MR. YOUNG'S MARCH 9, 1971 LETTERS

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 28 THRU 29

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
28	T-5025(5)	0.10	55,000	34,880	S.W. ALLEN BLVD. AT WESTERN AVENUE (BEAVERTON)	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS.
29	T-5021(2)	0.00	20,000	12,700	OREGON COAST HIGHWAY AT OLIVE STREET (NEWPORT)	PRELIMINARY ENGINEERING INSTALLATION OF TRAFFIC SIGNALS, CHANNELIZATION AND MINOR GRADING - DRAIN AND HIGH TYPE PAVEMENT.

3-19-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED MAR 23 1971 T-5021(2) 7419

NOTED F. R. KIMBOE

Kimboe 3-22-71

orig. to Young 3-23-71

RECEIVED MAR 22 1971

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	3-19-71	R.E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

TOPS

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE CITY MANAGER

March 11, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

The enclosed negative declaration is to accompany our request for approval of a Federal TOPICS project on the Oregon Coast Highway at Olive Street.

Very truly yours,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DD:ms

enclosure

RECEIVED
COUNTY & CITY SECTION
MAR 12 1971

CC: R.N. Chase
Stu Cooper

NEGATIVE DECLARATION FOR TOPICS PROGRAM FOR SIGNAL MODIFICATIONS AT THE INTERSECTION OF HIGHWAYS 101 AND 20, IN NEWPORT, OREGON

The project is at the intersection of U. S. Highways 101 and 20, and involves adding two left-turn refuges for east and west turns from Highway 101 to Highway 20 and West Olive St. The left turn movements would be regulated by two additional signal heads being installed on the existing suspension system.

This intersection is the principal intersection of the two arterial highways that serve Newport. The present signals are traffic activated signals that allow north-south movements on Highway 101 and east-west movements on Highway 20 and West Olive St. There are no provisions for left-turn refuges or signal heads to control left turn movements. Because of the offset nature of the intersection, traffic on Highway 101 that is held up by a driver waiting to make a left turn to the east or west is usually left stranded in the middle of the intersection, and causes further problems for the east-west movement on the next signal change.

The addition of left-turn refuges on Highway 101 with attendant signals to regulate the turning movements will correct a traffic problem that is time consuming and frustrating for the through traffic on Highway 101, Oregon's "principal coastal highway," and should reduce the number of rear-end collisions that occur to both the through traveler and the local user.

The installation of two additional traffic signal heads on the existing cable suspension and the painting of left-turn refuges on Highway 101 where there is currently diagonal cross markings that were placed in anticipation of this improvement, will not effect the access or increase the noise level or damage any trees of the surrounding property owners. There will be no displacement of people and no increase in the level of air and water pollution.

RECEIVED
COUNTY & CITY SECTION
MAR 1 8 1971

RECEIVED
MAR 10 1971
FOR FILING
I-5021(2)
7619

March 9, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting data for one TOPICS project in the City of Newport, Item No. 29, Project No. F-5021(2), "Oregon Coast Highway at Olive Street (Newport) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program as established by the 1968 Highway Act.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The project is primarily for improved movement of traffic on the Oregon Coast Highway (FAP 2) at the intersection of Olive Street (FAP 22 easterly and Type II Primary westerly). This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the entire project is programmed under the provisions of paragraph 8d of PPM 21-18 using TOPICS funds.

This project is exempt from IM 50-1-70 review by State Clearinghouse and District 4 Clearinghouse (District 4 Council of Governments) under working agreement dated April 28, 1970, and August 7, 1970, respectively.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. N. Young
Program and Planning Engineer

Enclosures
JLG:dg

MONTHLY TRANSACTION NO. 3-48

DATE SUBMITTED TO W. O. 19 MAR 1971

FORM PR-1 (REV. 4-61) 3-9-71

FEDERAL-AID PRO (PPM 21-1

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 55		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)
	1	Newport: Jct. US 20 (Olive St.) & US 101		ADT	14,500	23,000	91
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)
	P.E. & Traffic Signals						82	
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME	
	TOPICS						Li	
	NAME OF URBAN AREA 17-31						ROUTE NO. T P	FEDERAL-AID
	Newport							2 & 22

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (75)
5	10			1	PE	3	Newport: Jct. US 20 (Olive St.) and US 101.	0.00	1,000	630
5					ROW		"Oregon Coast Hwy. at Olive St. (Newport) Sec."			
5	30			3	CONST (CODE) 4031	3		0.00	19,000	12,070
							PROJECT TOTALS	0.00	20,000	12,700
									(16) (23)(24)	(33)

RECEIVED
COUNTY & CITY SECTION
MAR 22 1971
☑ ENGR. ☑ CONR. ☐ ☐ ☐ ☑ UC
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

19 MAR 1971

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	14,500	23,000	91	08	Oregon	35	077	29

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			72		T-	5021	(2)		

COUNTY NAME: Lincoln — CODE: 041

ROUTE NO.: T P — FEDERAL-AID: 2 & 22 — STATE: 9 & 33 — U.S.: 101 & 20

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					P.E. all phases. Installation of traffic signals channelization & minor grading, drainage, curb & H.T. pave.
0.00	1,000	630	185	185 (City)	
					ROW - 60' min.; access control - none; parking restrictions - none.
0.00	19,000	12,070	3,465	3,465 (City)	
0.00	20,000	12,700	3,650	3,650 (City)	

RECEIVED
COUNTY & CITY SECTION
MAR 22 1971
ENGR. GEOM. UE
UPE CE RE RPE

REMARKS

Preliminary Engineering — Field $ 200, Design 800, $1,000

-over-

USCOMM DUSCOMM-DC 48805-P61

OREGON COAST HWY. AT OLIVE ST. (NEWPORT) SECTION
Project T-5021(2)

Existing Facility

Oregon Coast Hwy. (US 101): 64' AC pave. with curbs (4 lane).
Olive Street (US 20) : 40' AC pave. with curbs (2 lane).

Adjacent Sections

Oregon Coast Hwy. (US 101) - North and South: Same as above-described facility.
Olive Street (US 20) - East and West : Same as above-described facility.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Installation of full traffic, volume density, pedestrian-actuated multiple-phase signal system, including the incidental work required to curb and surface the S. E. corner of the intersection.

Unusual or Complicated Situations: Channelization by striping and the traffic control signing to be done by State forces at city's expense as a nonparticipating part of the project.

System Action: FHWA approved on July 22, 1970, a tentative Type II System for the City of Newport.

Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

State Clearinghouse Review: Exempt from review and approval per working agreement dated April 28, 1970.

District 4 Clearinghouse Review: Exempt from review and approval per working agreement dated August 7, 1970.

Relocation Assistance Payments: None involved as additional right of way is not required. Entire project is within existing right of way.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 75% of project is on Federal Aid Primary System, and
25% of project is on Type II Primary System.

Form E-30

APR 27 1971 Dated

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Oregon Coast Hwy. at Olive St. (Newport) Date March 4, 1971

Highway Oregon Coast - Hwy. 20 & West Olive St. Authorization No. 1

County Lincoln Region 2 Survey Prefix 21-0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is approximately 160 feet north of intersection of U.S. Hwy. 20 and U.S. Hwy. 101. The southerly terminus is approximately 90 feet south of said intersection. Overall length is approximately 250 feet.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey:

Designing for the purposes of preparing plans and estimates for the traffic signal installation, pedestrian control signal, channelization and curbing for additional traffic control.

Estimate of cost:			
	Field	(901)	100
	Traffic	(911)	800
	Specifications	(921)	150

T5021 (2)
3-19-71

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,050.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

W. W. Patterson
Field Engineer

Recommended for Approval:

Design Coordination Engineer

Recommended for Approval:

Harold Kramer
Reg Const
Division Engineer

Approved:

Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 3-19-71 FIELD WORK
FED. - AID T STATE
BEN GIFFORD

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: February 17, 1971

CITY: NEWPORT SECTION: Oregon Coast Hwy. @ Olive Street

PROPOSED WORK: Upgrade traffic signals and channelization.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	19,000	11,400	3,800	3,800	
P.E.	1,000	600	200	200	

FIELD---200 P.S.& E. Preparation--800

EXISTING FACILITIES: Traffic activated two-phase signals. No left-turn refuges or signalization.
OREGON COAST HWY. - 64' curb to curb,4-lane, AC paved street.
OLIVE STREET - 40' curb to curb,2-lane, AC paved street.

ADJACENT FACILITIES: SAME

PROJECT DATA: Replace existing two-phase signals with full traffic-actuated, volume density actuated and pedestrian activated multi-phase signals. Channelize and curb intersection to provide additional traffic control.

PROJECT NO.: T-5021( )
ADDITIONAL RIGHT OF WAY: None required.
SYSTEM ACTION: Tentative FAP Type II System approved 7/22/70.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required.
ROUTE DATA: FAP 2 & 22 and FAP Type II
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 4 CLEARINGHOUSE APPROVAL: Exempted August 7, 1970
HEARING: None required.
ACCESS CONTROL: No change
PARKING RESTRICTIONS: No change

ADT: Requested from John Hanks.

10/19/70

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

AGENDA
FEB 16 1971
3j

I-5021(2)
7619

February 9, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the February 16 meeting requests from the Cities of Beaverton, Newport and Portland for Federal Aid TOPICS projects.

The City of Beaverton is requesting the addition of traffic signals at the intersection of S. W. Allen Boulevard and Western Avenue and the widening of the approaches to the intersection. TOPICS funds for this project are estimated at $55,000, of which $11,000 will be the cost to the State.

The City of Newport is requesting the installation of multiphased traffic signals and channelization at the intersection of the Oregon Coast Highway and Olive Street. TOPICS funds for this project are estimated at $20,000, of which $4,000 will be the cost to the State.

The City of Portland is requesting two projects. One project consists of the widening of N. E. Weidler Street between N. E. 21st Avenue and N. E. 24th Avenue, and the widening of N. E. 24th Avenue between N. E. Weidler Street and N. E. Broadway Street which will include the necessary adjustment of traffic signals, curbs and sidewalks. TOPICS funds for this project are estimated at $75,000, of which $15,000 will be the cost to the State. The other project will consist of railroad crossing protection on N. Swift Boulevard at its intersection with the Union Pacific Railroad. All work will be done by Force Account. Total cost of this project is estimated at $22,000. The Railroad's estimated share is $10,000, leaving the TOPICS funds estimated at $12,000 of which $2,400 will be the cost to the State.

RETURN
FLOYD DUKEY

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. L. Schroeder
R. D. Asburry

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 9, 1971

SUBJECT: Proposed TOPICS Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Beaverton, Newport and Portland.

The City of Beaverton is requesting approval of a project consisting of the installation of a fully traffic-actuated two-phase traffic control signal at the intersection of S.W. Allen Blvd. and Western Avenue. This intersection will be widened, channelized and curbed to provide additional travel lanes. Total cost of this project is estimated at $55,000, including preliminary engineering. The cost to the State is estimated at $11,000.

The City of Newport is requesting approval of a project consisting of the installation of multi-phased traffic signals, painted channelization and minor curb work at the intersection of the Oregon Coast Highway and Olive Street. Total cost of the project is estimated at $20,000 including preliminary engineering. The cost to the State is estimated at $4,000.

The City of Portland is requesting approval of a project consisting of widening N.E. Weidler Street between N.E. 21st Avenue and N.E. 24th Avenue, widening N.E. 24th Avenue between N.E. Weidler Street and N.E. Broadway Street, and channelization of the intersections of N.E. Weidler Street and N.E. 24th Avenue, and N.E. Broadway Street and N.E. 24th Avenue. Traffic signals will be adjusted and curbs and sidewalks replaced to accommodate widening. Total cost of this project is estimated at $75,000 including preliminary engineering. The cost to the State is estimated at $15,000.

Portland is also requesting approval of a project consisting of railroad crossing protection on N. Swift Blvd. at its intersection with the Union Pacific Railroad. All work will be accomplished by Force Account. The crossing work will be done by the Railroad and the installation of advance warning lights and signs and minor guardrail work will be done by City forces. Total cost of this project is estimated at $22,000 including preliminary engineering. The Railroad will pay $10,000 of this amount so that only $12,000 of TOPICS funds will be used of which the cost to the State will be $2,400.

BP 83478-734

These projects have been reviewed with the FHWA and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $162,000 of which $32,400 will be the State's share.

If satisfactory, these projects should be presented to the Highway Commission for approval at the February 16, 1971 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

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FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	Section	Programmed Amount	State Cost
Beaverton	S.W. Allen Blvd. at Western Ave.	$ 55,000	$ 11,000
Newport	Oregon Coast Highway at Olive St.	20,000	4,000
Portland	N.E. 21st Avenue-N.E. Broadway St. N.E. Weidler St. & N.E. 24th Ave.	75,000	15,000
Portland	Union Pacific Railroad Crossing on N. Swift Blvd. *($22,000 total cost.)	12,000	2,400

* ($10,000 Railroad contribution)

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	1,804,800	1,804,800
Unprogrammed Balance	938,200	938,200
Proposed Projects, 2/16/71	162,000	162,000
Unprogrammed Balance	$ 776,200	$ 776,200

Copy in minute

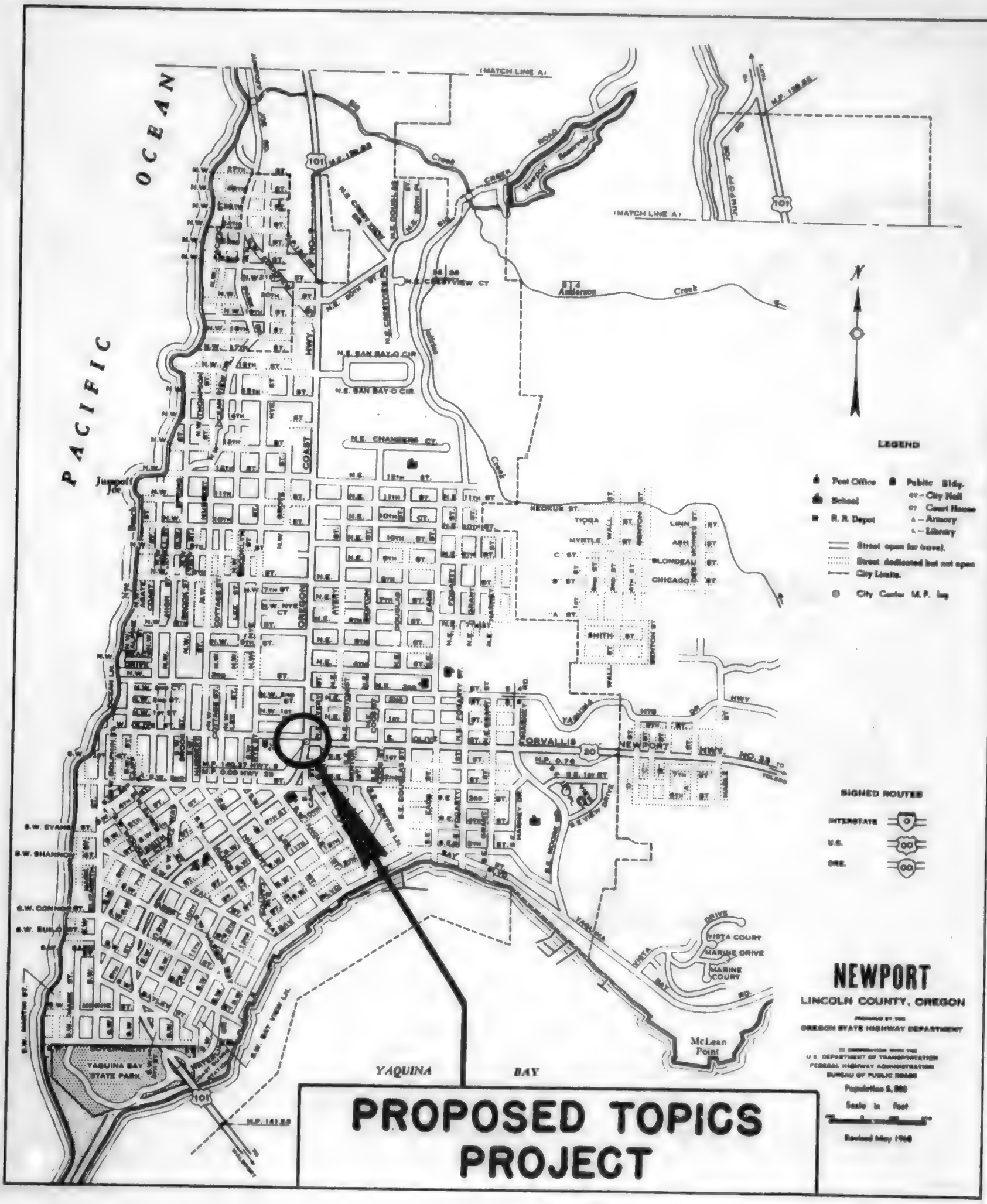
71-a
2/5/71

CITY OF NEWPORT
Proposed TOPICS Project (1970 Funds)

Oregon Coast Highway (FAP 2) at Olive Street (FAP 22 and FAP Type II) (Newport) Section. Traffic signals and channelization, $20,000.

Install full traffic, volume density and pedestrian activated multi-phase traffic control signal at the intersection of the Oregon Coast Highway and Olive Street. Channelize and curb intersection to provide additional traffic control.

A public hearing will not be required.



PROPOSED TOPICS PROJECT

ENGR. ✓ COOR. ✗ OE ✗ AE ✗ UE
✗ RPE ✓ CE ✗ RE ✗ RPE ☐

February 5, 1971

Mr. Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Dear Don,

The TOPICS project submitted by the City of Newport for the installation of traffic signals at the intersection of the Oregon Coast Highway and Olive Street will be submitted to the State Highway Commission for approval at the February 16, 1971 meeting. The estimated cost of this project is $20,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

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NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date January 7, 1971

Name of City Newport
Major Street Name U.S. Hwy. 101 and its intersection with U.S. Hwy.
Section Name 20, and city street West Olive St.
OREGON COAST Hwy at OLIVE ST. (NEWPORT) SECTION

Location of Project (Attach sketch map) Length 250 feet
On Which System? Primary I x Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? no Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes
Explain U.S. Hwy. 20 and 101 are under state jurisdiction, and West Olive St. is under city jurisdiction.

General description of proposed project: Four-phasing of two-phase signals; 10 new signal heads; new mast poles and arms for West Olive & Hwy. 20; attachment of mast arms to existing poles for Hwy. 101 and cable support of signal head for left turn arrow indicators; new left turn painted refuge for north and south bound traffic on Hwy. 101; all new detection loops for controlling signals; new curb construction on SE corner for traffic ~~signalization~~ and protection of signal pole for walk-wait signals.

Complete Applicable Sections:

Channelization

I. SIGNALIZATION DATA:

1. Proposed Location: Western terminus of U.S. 20 at its intersection with U.S. 101.

2. Type: a. Traffic Control x
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated x
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated x
      (d.) Pedestrian actuated x

   b. Flashing Beacon _____

Footnotes:

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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

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(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple x

4. Is interconnection for coordination necessary? no Remarks: ___
_____
_____
If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm x
   b. Span Wire x
   c. Signal Bridge _____

6. Paint Color Desired: green

7. Present Signalization: traffic activated two-phase signals with no left-turn refuges or signalization.

8. Other Remarks: _____
_____
_____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____
_____
_____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

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(rev. 12-70)

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground _____

12. Present Illumination: satisfactory

Footnotes:

T-1-69
(rev. 12-70)

III. CHANNELIZATION OR WIDENING DATA:

1. Location: intersection of U.S. Hwy. 101 and U.S. Hwy. 20.

2. Desired Work: striping to accomodate a left-turn refuge for north and south bound traffic on Hwy. 101 to make left turns onto either Hwy. 20 or West Olive St.

3. Typical Cross Section: see attached drawing.

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) standard
   b. Exposure 6 inches
   c. Width between curbs 44 and 60 ft.
   d. Desired curb radius 20 ft.

5. Surfacing: A.C. x P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: 3-inches of A.C. plant mix, 12 inches of crushed rock.

7. Traffic Control Signing:
   a. By City at City Expense? _____
   b. By State at City Expense? x
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? x
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections:
a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure:
a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? Hwy. 101, 80 ft. Hwy. 20 & West Olive St., 60 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? no Explain: _____

3. Shall State prepare right-of-way descriptions? no

4. Is a public hearing necessary? no
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? no
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? no
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? no List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit yes or Franchise _____ (Attach list of utilities, owner, type and location within project limits.) (see below)

9. Are there any irrigation facilities? no Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? no Location: _____

Footnotes: [8]Northwest Natural Gas; City water lines; Central Lincoln People's Utility District; Pacific Northwest Bell.

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

i. Are there to be stopping lanes for buses and trucks? _____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____ City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 30,000.00
(Federal + State + City)
2. Estimated Cost of Requested Project $ 19,000.00
3. Date Match Money is Available: immediately
4. Will there be any 100% City money? yes
(Non-participation items)
5. Maximum Amount of 100% City Money: $ 500.00

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** City has an agreement with Oregon State Highway Dept. to prepare areawide TOPICS Plan. Plan should be printed and available to city by mid-February, 1971. All information has been assembled by Regional Traffic Engineer. Assembling and printing required to finish.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Hwy. 101 is the principal traffic carrying street through the city in a north-south direction. High traffic counts occur on this highway during several months of the year, and with this intersection being the terminus of Hwy. 20 leading east from the city to Toledo and being the principal east arterial street of the city, traffic problems are (see below)

3. **This Project Would Accomplish the Following:** By creating left-turn refuges for east and west left turns off Hwy. 101, north and south bound traffic will not be held up and people would not be stranded out in the middle of the intersection to confuse the east-west phase that are sometimes left there because of the configuration of the intersection being offset.

This application is not complete unless a sketch map showing the location of the project is attached.

The Newport City Council on the fourth day of January, 19 71, adopted Resolution No. 1582 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Donald A. Davis
City Manager

By Patricia A. Plunkett
City Recorder

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Footnotes: [2] created by south-bound traffic waiting to make a left turn east onto Hwy. 20 from Hwy. 101, and north bound traffic wishing to make a left turn west onto West Olive St., which goes to the beach and Lincoln County Courthouse and other business areas.

T-1-69
(rev. 12-70)

RESOLUTION NO. 1582

WHEREAS, the City Planning Commission has approved the TOPICS II Street System and has given as their number one priority the modernization of the signals at the intersection of Highways 101 and 20; and

WHEREAS, the City Council has approved the TOPICS II Street System and has given as their number one priority the modernization of the signals at the intersection of Highways 101 and 20; NOW THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF NEWPORT, LINCOLN COUNTY, OREGON,

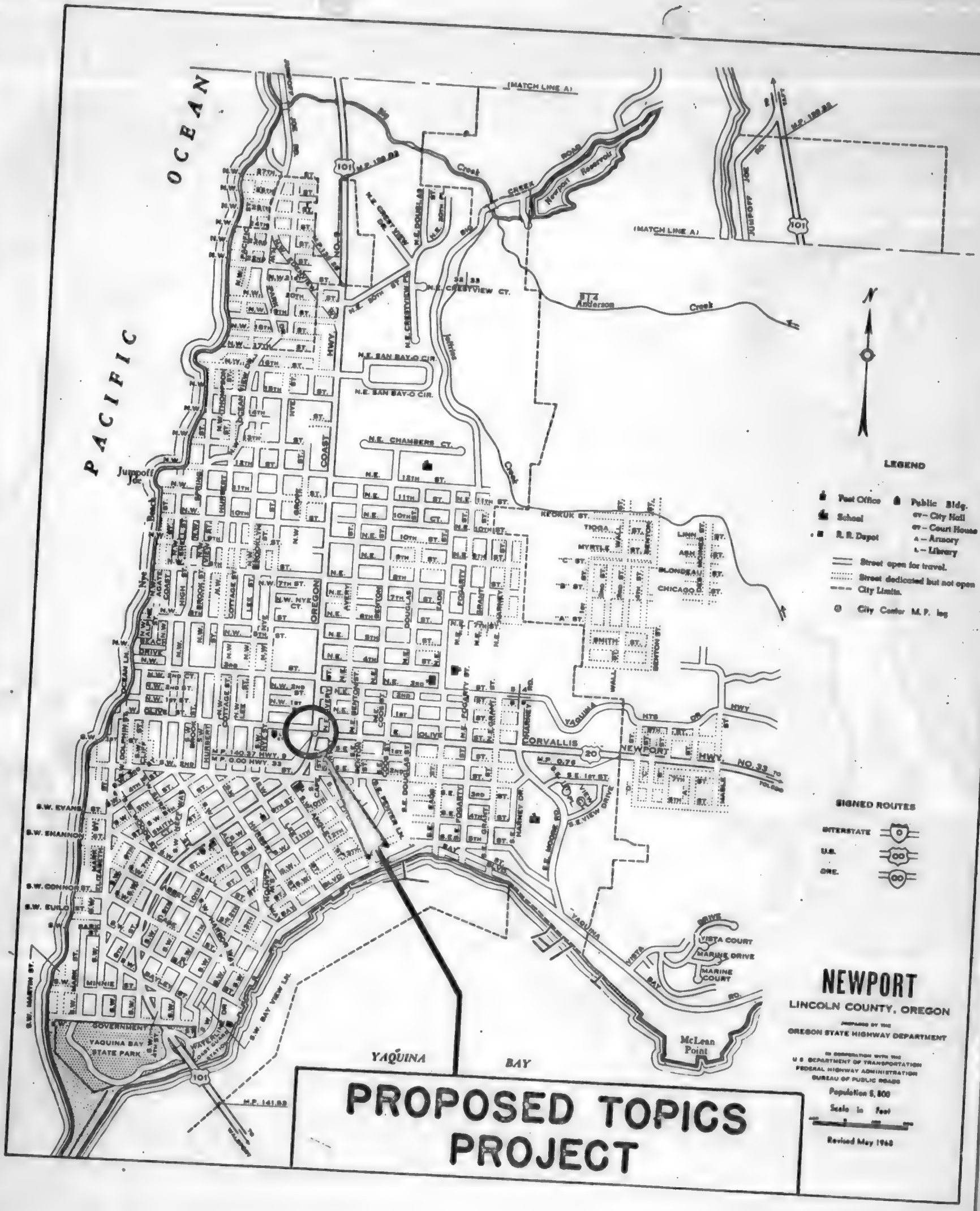
That the number one priority project in the City of Newport's TOPICS Program be the modernization by changing from a two-phase traffic signal to a multiple-phase traffic signal at the intersection of Highways 101 and 20 and West Olive Street, to facilitate left turn movements both east and west from Highway 101, through the use of left-turn refuges with appropriate traffic signals controlling such movements.

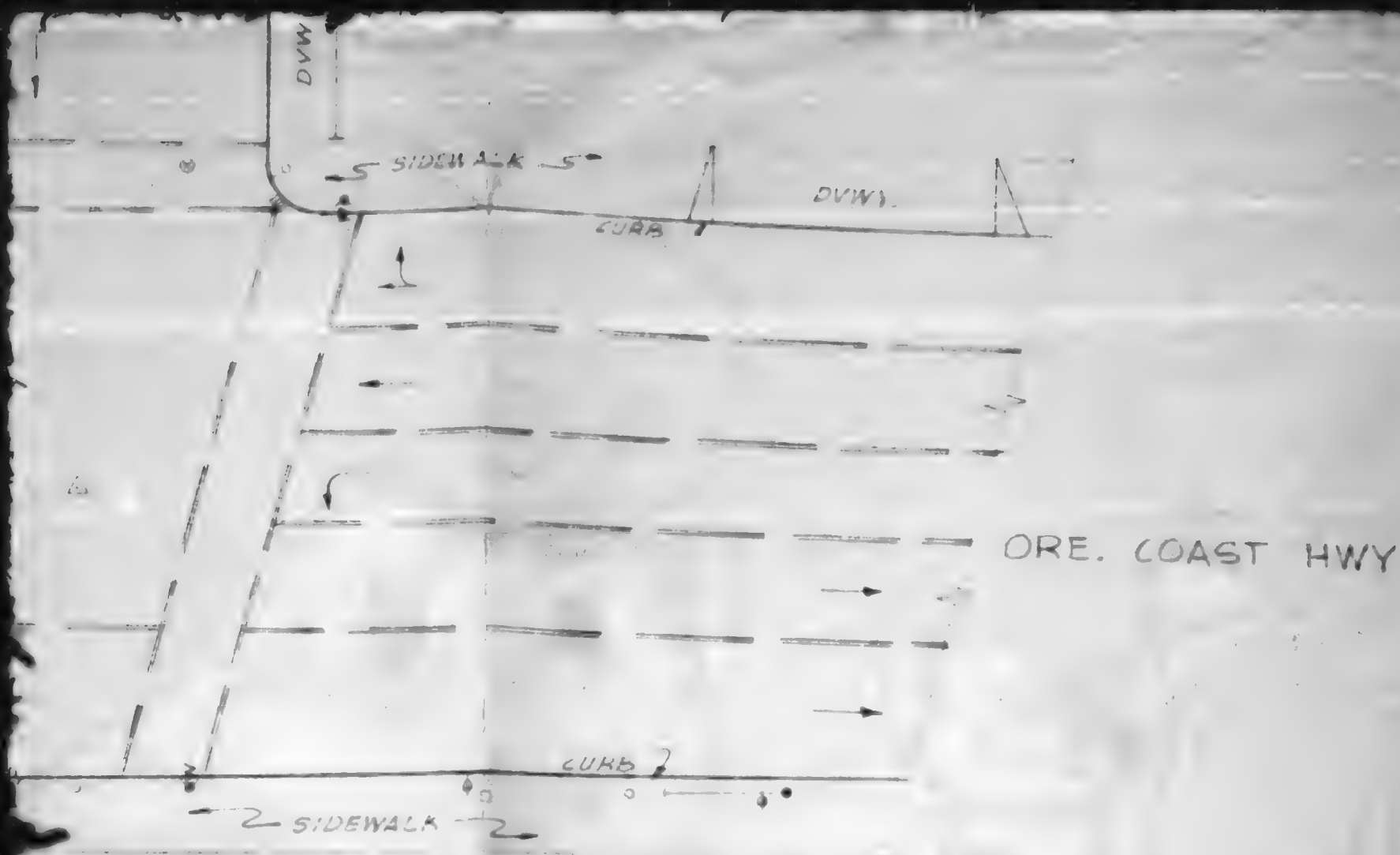
Adopted by the City Council of the City of Newport, Oregon, and approved by the Mayor this fourth day of January, 1971.

Jack Wood
Mayor

ATTEST:

Patricia A. Blackett
City Recorder


PACIFIC OCEAN
(MATCH LINE A)
(MATCH LINE A)
101
M.P. 139.83
Creek
ROAD
Reservoir
N.E. CRESTVIEW DR.
N.E. DOUGLAS
N.E. 20TH ST.
N.E. CRESTVIEW CT.
Big Anderson Creek
N.E. SAN BAY-O CIR.
N.E. SAN BAY-O CIR.
N.E. CHAMBERS CT.
Juniper
COAST HWY.
OCEAN VIEW DR.
N.W. THOMPSON ST.
Jumpoff Jc.
Beach
Nye
NORTH COAST DRIVE
N.W. NYE CT.
OREGON
COTTAGE ST.
HIGH ST.
LEE ST.
BROOK ST.
BROOKLYN ST.
SPRUCE
HEMLOCK
N.W. 7TH ST.
N.E. 7TH ST.
AVERY
DOUGLAS
FOGARTY
FALL
BEVERLY
NEWPORT
CORVALLIS
YAQUINA HTS
CO. HWY.
HWY. NO. 33 TO
M.P. 0.76
S.E. 1ST ST.
S.E. VIEW DRIVE
S.E. MOORE RD.
HARNEY DR.
S.E. BAY
S.E. DOUGLAS ST.
S.E. FOGARTY LN.
S.E. BEVERLY LN.
S.E. BAY BLVD.
YAQUINA BAY RD.
VISTA
VISTA COURT
MARINE DRIVE
MARINE COURT
McLean Point
S.W. BAY VIEW LN.
S.W. EVANS ST.
S.W. SHANNON ST.
S.W. CONNOR ST.
S.W. EURLO ST.
S.W. BAILEY ST.
S.W. MARTIN ST.
S.W. MINNIE ST.
GOVERNMENT
YAQUINA BAY STATE PARK
WATERLINE
COAST GUARD STATION
M.P. 140.37 HWY. 9
M.P. 0.00 HWY. 33
M.P. 141.93
YAQUINA BAY
NEWPORT
LINCOLN COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS
Population 5,800
Scale in Feet
Revised May 1968
N
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits.
City Center M. P. log
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
PROPOSED TOPICS PROJECT



LEGEND

- STREET SIGN
- DIRECTION OR INFORMATIONAL SIGNS
- GAS & WATER VALVES
- FIRE HYDRANT
- WATER METER
- SEWER MANHOLE
- CATCH BASIN
- STOP LIGHT
- WALK LIGHT
- W.L.P.B. WALK LIGHT PUSH BUTTON POST
- POWER POLE
- POWER POLE WITH GUY WIRE
- SURVEY POINT
- MISC. POLES, PIPES, ETC.

CITY OF NEWPORT, OREGON

OLIVE & HWY 101 INTERSECTION

SCALE 1" = 20'	DATE SEP 1 1970	PROJECT
DSGN	REVISION BY DATE	SHEET 1
DRWG D E C.	REVISION BY DATE	NO
CHKD	AS BUILT BY DATE	OF 1

EQUITABLE
S & L

WEST

DVWY.

SIDEWALK

STOP LIGHT
SUSPENSION
ARM

CURB

DVWY

P.B.

ENCO
SERVICE
STATION

CONC. BASE

PROPERTY LINE

EDGE ASPHALT

HWY 20 (EAST OLIVE)

CURB

SIDEWALK

DVWY.

CAR LOT
LIGHT POLE

OLKES WAGON
USED CAR
LOT

EQUITABLE
S & L

DVWY.

SIDEWALK

STOP LIGHT SUSPENSION ARM

CURB

EDGE ASPHALT

CONC. BASE

PROPERTY LINE

VOLKES WAGON GARAGE

PUMPS

SIMMONS SERVICE STATION

CONC. BASE

PROPERTY LINE

EDGE ASPHALT

CAR LOT LIGHT POLE

VOLKES WAGON USED CAR LOT

HWY 20 (EAST OLIVE)

DVWY.

CURB

SIDEWALK

LEGEND

STREET SIGN

N

EQUITABLE
S & L

WEST CLIVE ST.

SIDEWALK

STOP LIGHT SUSPENSION ARM

DVWY.

CURB

SD

SD

CONC. BASE

LINE

SUMPS

P.B.

DVWY.

EQUITAE
S & L

DWY.

SIDEWALK

STOP LIGHT SUSPENSION ARM

CURB

EDGE ASPHALT

CONC. BASE

PB

PROPERTY LINE

VOLKES
WAGON
GARAGE

PUMPS

SIMMONS
SERVICE STATION

BASE

21-4236 Newport (Yaquina Bay) Br. Sec. 1971
on Oregon Coast Highway
#7620 (Maintenance painting)

#7620

7620

7620

April 27, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Attention: Philip G. Kaplan

Gentlemen:

As requested by telephone today, we are attaching a copy of your client's claim letters along with your transmittal letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ks

Attachments

S

7620

April 20, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Attention: Philip Kaplan

Gentlemen:

We are in receipt of your April 9 letter which included the Carboline invoices in reference to our earlier correspondence which will be placed in our contract file.

We have deleted the claim against A-1 Sandblasting on Contract No. 7620. We would like to point out, however, that the initial claim letter from Carboline, which accompanied your letter of March 19 did, infact, mention a claim against materials for the Yaquina Bay Bridge and the contractor A-1 Sandblasting. Since your letter specifically requests removal of this claim, we have cleared the record.

As there may be some confusion in regard to the C. H. Savage Company claim for bridge work, we are including descriptions of the two contracts mentioned in our earlier correspondence. The two contracts seem to be pertinent to the Carboline claim letter submitted with your original correspondence.

Contract No. 7614 awarded to C. H. Savage Company (prime) for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County.

Contract No. 7620 awarded to A-1 Sandblasting & Steamcleaning Company, Inc., (prime) for maintenance painting on the Newport (Yaquina Bay) Bridge Section of the Oregon Coast Highway in Lincoln County.

We have made your April 9 letter a part of our contract record and assume you will notify us upon satisfaction of your client's claim.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG:ks
cc C. H. Savage Co.
A-1 Sandblasting & Steamcleaning Co., Inc.
St. Paul Fire and Marine Ins. Co.
United Pacific Insurance Company

LAW OFFICES
BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN
PAUL R. FERBER

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

Russ
pls-acknowledge

April 9, 1973

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Re: Carboline Co. vs. Klaas Bros. Corp. & C. H. Salvage Co.

Dear Mr. Head:

Enclosed please find a copy of a letter to A-1 Sandblasting which I would appreciate your making a part of your records. I believe it speaks for itself. Also enclosed are the invoices reflecting Carboline's claim against Klaas Brothers and C. H. Salvage per your request. Please advise if you need further information.

At this time I would like to thank you for all of your assistance in furnishing me with information concerning this matter. I have heard from Traveler's Insurance Company who acknowledged receipt of the letter but of course disclaim any liability at this time. If there is any information that you need further, please do not hesitate to call.

Very truly yours,

Philip G. Kaplan

PGK/smh
Encs.

#7614 & 7620 Letter of 3-27-73
Will have some more if this is the OK. the first letter for Carboline in connection with A-1 in only one invoice
Yaquina Bay Bridge

List 2 Counts
Cont. Name
No —
Description

APR 12 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

LAW OFFICES

BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN
PAUL R. FERBER

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

April 9, 1973

Mr. Harlin Cornett
A-1 Sandblasting & Steam Cleaning Co.
6117 N.E. Portland Highway
Portland, Oregon 97218

Re: Carboline Company

Dear Mr. Cornett:

I have your letter of April 2 and cannot understand how the State of Oregon included you in any claim Carboline may have. The claim was specifically against two corporations other than yours and they were referred to by name. I did include a contract number which was given to me by Mr. Cecil Head and if you were involved in one of those contracts, perhaps as a sub-contractor, your name may have become involved. To the best of Carboline's knowledge, your company is not indebted to them unless by some manner you are involved with those two other corporations, a fact of which they are not aware. Frankly, the first time I had heard your name was when I received a letter from Mr. Head of the State of Oregon who sent me the acknowledgement of Carboline's claim letter.

A copy of this letter is going to Mr. Head so that he will be aware of the situation.

Very truly yours,

PGK/smh

Philip G. Kaplan

cc: Mr. Cecil Head

APR 12 1973
STATE

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144 7214
D-U-N-S 00-628-2347 7623

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME

CARBOLINE COMPANY

CREDIT MEMO

Invoice I[illegible]

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
			NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500005	1-77694	PAGE 1	11/14	11/14/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
1-	00000345	ALLOWANCE FOR CUSTOMER RELATIONS	487.50	NET	487.50-

Open

GROSS	FRT. AMT.	TAX AMT.
487.50-	.00	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$487.50-

OFFICE CREDIT MEMO

carboline

C-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

SHIP TO KLAAS BROTHERS INC
ALBINA AVE & N E STANTON ST
PORTLAND OREGON
CALL BEFORE DELIVERY
281-6821 OR 649-2497

Invoice Pd.

Comm. Pd.

IMPORTANT NOTICE:

PLEASE PAY FROM INVOICE

TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
014891		INL	XENIA

DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1210500005	1-71253	PPD DO NOT ADD PAGE 1	8/24	8/24/72

ORDERED	PROD NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
2000	1-730235626	GAL POLYCLAD 936-1 GREEN 2356	DR	4.75	NET	9500.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	9,500.00	.00	.00		$9,500.00

OFFICE INVOICE

carboline

D-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

Invoice Pd.....

Comm. Pd.....

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
002992	JOB 2449	RANSAY	SEATTLE

DATE ENTERED	CUSTOMER NO.	INVOICE NO.		PAGE	SHIPPING DATE	INVOICE DATE
	1210900005	1-72951	PPD DO NOT ADD	1	8/09	8/09/72

ORDERED	PROD NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
60	1-703050017	GAL RUSTBOND PRIMER 6C RED	5 S	9.00	NET	540.00
40	1-703070017	GAL RUSTBOND PRIMER 6C GRAY	5 S	9.00	NET	360.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

GROSS	FRT. AMT.	TAX AMT.
900.00	.00	.00

PAY THIS AMOUNT →

INVOICE AMOUNT
$900.00

carboline

C-U-R-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND ORE

Invoice Pd.

Comm. Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT	
003031	2449	WILL CALL	SEATTLE	
DATE ENTERED	CUSTOMER NO.	PAGE 1	SHIPPING DATE	INVOICE DATE
	121C50005 1-74018 (INVOICE NO.)		8/29	8/29/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
20	1-703050017	GAL RUSTBOND PRIMER 6C RED	9 S	8.80	NET	176.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	176.00	.00	.00		$176.00

OFFICE INVOICE

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

Invoice Pd. .....
Comm. Pd. .....

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
002977	2449		SILVER EAGLE PPD & ADD do not	SEATTLE	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE 1	SHIPPING DATE	INVOICE DATE
	1210500005	1-71959		8/02	8/02/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S	15.75	NET	3150.00

COMMISSION ADJUSTMENT
DATE 8/22
SALESMAN 287 PERCENTAGE 100

10 18 12 per pg 74
Gen 200

Credit issued for freight per Dave Muth

8-23-12 DG pg 74

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	3,150.00	76.00	.00		$3,226.00

OFFICE CREDIT MEMO

carboline

D-U-N-S 00-628-2347

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SHIP TO KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

Invoice Pd. .....
Comm. Pd. .....

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
002977	2449		SILVER EAGLE PPD & ADD do not	SEATTLE	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE 1	SHIPPING DATE	INVOICE DATE
	1210500005	1-71959		8/02	8/02/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
200	1-231030017	GAL KIT CARBO ZINC 11 GREEN 5 S	15.75	NET	3150.00

COMMISSION ADJUSTMENT
DATE 8/22
SALESMAN 287
PERCENTAGE 100

10-18 per 9-
Glue
200

Credit issued for freight per Dave Muth

8-23-72 pg 74

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	3,150.00	76.00	.00	→	$3,226.00

OFFICE CREDIT MEMO

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144
D-U-N-S 00-628-2347

CARBOLINE COMPANY

CREDIT MEMO

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME

Invoice Rd. _____

Comm. Rd. _____

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
002977	2449		NET-30 DAYS	SEATTLE

DATE	CUSTOMER NO.	CREDIT MEMO NO.	PAGE	
8/02/72	1210500005	1-71959	1	8/02

QUANTITY RETURNED	PROD NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200-	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S	1.45	NET	290.00-

Open

GROSS	FRT. AMT.	TAX AMT.
290.00-	.00	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$290.00-

OFFICE CREDIT MEMO

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

D-U-N-S 00-628-2347

OK

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

DO NOT MAIL Invoice Pd.

Comm. Pd.

CARBOLINE COMPANY

CREDIT MEMO

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
	2449		NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1210500005	1-71959	PAGE 1	8/02	8/02/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
1-	00000215	FREIGHT CHARGES			

GROSS	FRT. AMT.	TAX AMT.	CREDIT AMOUNT	CREDIT MEMO AMOUNT
.00	76.00-	.00	→	$76.00-

OFFICE CREDIT MEMO

carboline

D-U-N-S 00-628-2347

SOLD TO
KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SHIP TO
KLAAS BROS
NO ALBINA AVE & STANTON ST
PORTLAND OREGON

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
003003	2449	CNC PPD CC NCT ACD	SEATTLE

DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1210500009	1-73168	PAGE 1	8/17	9/17/72

ORDERED	PROD NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC. %	AMOUNT
100	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S	15.75	NET	1575.00

10-18-72
per 9-29-72
Cr. issued
100 gal + 145 gal

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	1,575.00	.00	.00		$1,575.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

D-U-N-S 00-628-2347

CARBOLINE COMPANY

CREDIT MEMO

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

Invoice Pd.

SAME

Comm. Pd.

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
			NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
003003 2449	1210500005	1-73168	PAGE 1	8/17	8/17/72

QUANTITY RETURNED	PROD. NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
100-	1-231030017	GAL KIT CARBC ZINC 11 GREEN	5 S	1.45	NET	145.00-

Open

GROSS	FRT. AMT.	TAX AMT.
145.00-	.00	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$145.00-

carboline

D-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

SHIP TO KLAAS BROS % MURPHY-PACIFIC
5051 N CHANNEL AVE
PORTLAND ORE 9721[illegible] Invoice Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

Comm. Pd.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
022440	2405	RAMSAY PPD DO NOT ADD	SEATTLE

DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE	SHIPPING DATE	INVOICE DATE
	1210500005	1-77920	1	11/03	11/03/72

ORDERED	PROD NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC.	AMOUNT
200	71-231030017	GK CARBO ZINC 11 GREEN	5 S	8.50	NET	1700.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

GROSS	FRT. AMT.	TAX AMT.
,700.00	.00	.00

PAY THIS AMOUNT → INVOICE AMOUNT $1,700.00

carboline

D-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SHIP TO KLAAS BROS
% MURPHY-PACIFIC
5051 CHANNEL AVE
PORTLAND ORE

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA		F.O.B. SHIPPING POINT	
022458			U/C		SEATTLE	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		PAGE 1	SHIPPING DATE	INVOICE DATE
	1210500005	1-78392	PPD DO NOT ADD		11/13	11/13/72

ORDERED	PROD NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
5	1-231070017	GAL KIT CARBO ZINC 11 GRAY	5 S	8.50	NET	42.50
1	1-231050102	PT CARBO ZINC 11 COLOR PASTE RED	PTS	2.70	NET	2.70

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	45.20	.00	.00		$45.20

carboline

D-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

Invoice Pd.

SHIP TO KLAAS BROS INC
NO ALBINA AVE & STANTON ST.

PORTLAND OREGON

Cust. Pd. PAID MAR - 7 19

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
002958 2449		RANSAY PRO & ADD	SEATTLE

DATE ENTERED	CUSTOMER NO.	INVOICE NO.	PAGE	SHIPPING DATE	INVOICE DATE
P	1210500005	1-70806	1	7/19	7/19/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200	1-231070017	GAL KIT CARBO ZINC 11 GRAY	5 S	15.75	NET	3150.00

on acct 3/7/73
Ck # 2108 2850.00
Bal due 376.00

10-18-72 per 9-29-72
Cr. issued for frt
+ 145 / gk price adj
in 200 gal.
per J. Mallory
+ D. Mauth

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	3,150.00	76.00	.00		$3,226.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144
D-U-N-S 00-628-2347

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE
LOS ANGELES CA 90027

SAME

Invoice Id.

Comm. Pd.

CARBOLINE COMPANY

CREDIT MEMO

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
002958	2449		NET-30 DAYS	SEATTLE

DATE	CUSTOMER NO.	CREDIT MEMO NO.	PAGE		
	1210500005	1-70806	1	7/19	7/19/72

QUANTITY RETURNED	PROD NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
200-	1-231070017	GAL KIT CARBO ZINC 11 GRAY	5 S	1.45	NET	290.00-

open

GROSS	FRT. AMT.	TAX AMT.
290.00-	76.00-	.00

CREDIT AMOUNT

CREDIT MEMO AMOUNT
$366.00-

OFFICE CREDIT MEMO

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

D-U-N-S 00-628-2347

CARBOLINE COMPANY

CREDIT MEMO

CREDIT TO KLAAS BROTHERS
2012 HYPERION AVENUE

LOS ANGELES CA 90027

SAME

PAID MAY-1 [illegible]

Pg 366

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
	2449-1		NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	121C500005	1-64619	PAGE 1	5/18	5/18/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC. %	AMOUNT
5-	1-730235626	GAL POLYCLAD 936-1 GREEN 2356	DR	4.75	NET	23.75-

Open

GROSS	FRT. AMT.	TAX AMT.	CREDIT AMOUNT	CREDIT MEMO AMOUNT
23.75-	.00	.00		$23.75-

OFFICE COPY

carboline

D-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
ALBINA AVE N & STANTON N

PORTLAND OR 97227

SHIP TO KLAAS BROS INC
NORTH ALBINA & STANTON ST
PORTLAND OREGON
CALL FOR DELIVERY 281-6831
OR 649-2497

Invoice Pd._____

Cash Pd._____

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
002680			SPECTOR % IML TAILGATE	XENIA	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1210500105	1-68199	PPD DO NOT ADD PAGE 1	6/29	6/29/72

ORDERED	PROD. NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
2023	1-730235626	GAL POLYCLAD 936-1 GREEN 2356	DR	4.75	NET	9609.25

on acct 3/1/73
Ck #2109 2714 40
Bal due 6894.85

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	9,609.25	.00	.00		$9,609.25

carboline

C-U-N-S 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO KLAAS BROTHERS
ALBINA AVE N & STANTON N

PORTLAND OR 97227

SHIP TO KLAAS BROS
NO ALBINA & STANTON ST
PORTLAND ORE
ATTN RON OWENS 281-6821
649-2497

Invoice Pd. _____

Comm. Pd. _____

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT
003026	2445		RANSAY	SEATTLE
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE / INVOICE DATE
	1210500105	1-74372	PPD DO NOT ADD PAGE 1	8/28 / 8/26/72

ORDERED	PROD. NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
25	1-703070017	GAL RUSTBOND PRIMER 6C GRAY	5 S	8.80	NET	220.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	220.00	.00	.00		$220.00

carboline

7614
7620

[illegible]-5 00-628-2347

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

SOLD TO C H SAVAGE COMPANY
4126 SOUTHEAST MILWAUKEE AVE

PORTLAND OR 97202

SHIP TO C H SAVAGE COMPANY
% JOHNSON ROCK PRODUCTS
NEAR MC CULLOUGH BRIDGE
NORTH BEND OREGON

Invoice Pd.
Comm. Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
002683	VERBAL-C SAVAGE	SPECTOR % CONSOLIDATED	[illegible]

DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1364450000	1-69163	FRTWAY PPD DONOT ADD PAGE 1	7/18	7/18/72

ORDERED	PROD NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
1050	1-730234426	GAL POLYCLAD 936-1 GREEN 2344	DR	5.50	NET	5775.00
1030	1-730234417	GAL POLYCLAD 936-1 GREEN 2344	5 S	5.50	NET	5665.00

on acct 3/20/73
Ck# 16210. 3500.00
Bal Due
438.50

Bal due 12-7-72 ck #15132 3554.50
Bal due 12-29-72 3.50
12-29-72 credit issued Item #1 110 gals.

[illegible] credit issued for 60 gals. Item #2

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	[illegible].00	.00	.00		$11,440.00

carboline

D-U-N-S 00-628-2347

SOLD TO C H SAVAGE COMPANY
4120 SOUTHEAST MILWAUKEE AVE

PORTLAND OR 97202

SHIP TO C H SAVAGE CO
X JOHNSON ROCK PRODUCTS
NEAR MCCULLOUGH BRIDGE
NORTH BEND OREGON

Invoice P3

Comm. P2

PLEASE MAKE CHECKS PAYABLE TO

CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #		SHIPPED VIA	F.O.B. SHIPPING POINT	
002683	VERBAL SAVAGE		SPECTOR CONSOLIDATED	X [illegible] 15	
DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	136445000	1-69249	FRTWAYS PPD DONOT AD PAGE 1	7/2[illegible]	7/20/72

ORDERED	PROD NO.	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
1000	1-231030017	GAL KIT CARBO ZINC 11 GREEN	5 S	10.00	NET	10000.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT	INVOICE AMOUNT
	10,000.00	.00	.00		$10,000.00

carboline

D-U-N-S 00-628-2347

SOLD TO C H SAVAGE COMPANY
97202 SOUTHEAST MILWAUKEE
COOS BAY OR 97420

SHIP TO SAME

PLEASE MAKE CHECKS PAYABLE TO → CARBOLINE COMPANY
328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Invoice Pd.

Comm. Pd.

IMPORTANT NOTICE:
PLEASE PAY FROM INVOICE
TERMS: NET-30 DAYS-NO DISCOUNT ALLOWED.

SALESMAN'S ORDER #	CUSTOMER P.O. #	SHIPPED VIA	F.O.B. SHIPPING POINT
MUTH 26466 003817		GNC PPD DO NOT ADD	EMERYVILLE

DATE ENTERED	CUSTOMER NO.	INVOICE NO.		SHIPPING DATE	INVOICE DATE
	1364450100	1-66886	PAGE 1	5/01	5/01/72

ORDERED	PROD NO	DESCRIPTION & UNIT		UNIT PRICE	DISC %	AMOUNT
110	1-533091026	GAL CARBOLINE THINNER 33	GL DR	3.30	NET	363.00

Credit issued 6-20-72 82.50 previously

SEE REVERSE SIDE FOR TERMS AND CONDITIONS	GROSS	FRT. AMT.	TAX AMT.	PAY THIS AMOUNT →	INVOICE AMOUNT
	363.00	.00	.00		$363.00

carboline

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144
D-U-N-S 00-628-2347

CREDIT TO C H SAVAGE COMPANY
97202 SOUTHEAST MILWAUKEE

COOS BAY OR 97420

SAME

CARBOLINE COMPANY

CREDIT MEMO

Invoice #.....

Comm. Pd.....

SALESMAN'S ORDER #	CUSTOMER P.O.	REFERENCE NO.	TERMS:	F.O.B. SHIPPING POINT
002646			NET-30 DAYS	

DATE	CUSTOMER NO.	CREDIT MEMO NO.			
	1364450100	1-66886	PAGE 1	6/20	6/20/72

QUANTITY RETURNED	PROD. NO.	DESCRIPTION & UNIT	UNIT PRICE	DISC %	AMOUNT
1-	00000200	SALES OF MATERIAL	82.50	NET	82.50-

Match to open Invoice

GROSS	FRT. AMT.	TAX AMT.	CREDIT AMOUNT	CREDIT MEMO AMOUNT
82.50-	.00	.00		$82.50-

OFFICE CREDIT MEMO

5

4782 (+1782)

FILED
MAR 28 1973
CLAY MYERS
SECRETARY OF STATE

NOTED
3-30-73 KS

OREGON STATE HIGHWAY DIVISION

7620

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 27, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Gentlemen:

This is to acknowledge your letter of March 19, 1973, which included two claim letters of your client, Carboline Company.

The first claim is for $23,972.55 against Klaas Bros. Corporation for materials supplied for the Fremont Interchange. This claim appears to be against Contract Nos. 7214 and 7623.

Contract No. 7214 awarded to Andersen-Hannan is for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County. The General Insurance Company of America, 1500 S. W. First, Portland, Oregon 97201 furnished the performance bond on this contract.

Contract No. 7623 awarded to Drake-Willamette is for work on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County. The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06108, and The General Insurance Company of America (address above) furnished the performance bond on this contract.

The second claim for $18,164 against C. H. Savage Company is for materials used on the Yaquina Bay Bridge and the Coos Bay Bridge. This claim appears to be against Contract Nos. 7614 and 7620.

Contract No. 7620 was awarded to A-1 Sandblasting & Steamcleaning Company, Inc., for maintenance painting on the Newport (Yaquina Bay) Bridge Section of the Oregon Coast Highway in Lincoln County. The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract.

Contract No. 7614 was awarded to C. H. Savage Company for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County. The St. Paul Fire and Marine Insurance Company, 1500 N. E. Irving Street, Portland, Oregon 97232 furnished the performance bond on this contract.

NOTED
E. W. HEAD

We will advise the sureties of the receipt of your claim letters and will also forward the claim letters to the Secretary of State for filing.

As the invoices referred to in the claim letters did not accompany your letters, we are unable to designate appropriate Contract No. or surety distribution for the above specified claims. We will appreciate receiving information from you that will enable us to specify the claim amount against the correct contracts.

When your client's claims have been satisfied, please advise this office.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG ks
cc Drake-Willamette
Andersen-Hannan
C. H. Savage Company
A-1 Sandblasting & Steamcleaning Co., Inc.
General Insurance Co. of America
The Travelers Indemnity Company
United Pacific Insurance Company
St. Paul Fire and Marine Insurance Co.

bc Hon. Clay Myers - Please acknowledge receipt of attached claims on the enclosed copy of this letter.

AREA CODE 314

LAW OFFICES
BLUMENFELD, KALISHMAN, MARX & TUREEN

JOHN A. BLUMENFELD
RICHARD MARX
JEROME KALISHMAN
CHARLES M. TUREEN
PHILLIP J. PASTER

PHILIP G. KAPLAN
PAUL R. FERBER

PHILIP C. KOPITSKY
COUNSEL

130 SOUTH BEMISTON AVENUE
CLAYTON, MISSOURI 63105
(314) 863-0800

March 19, 1973

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Re: Carboline Co. vs. Klaas Bros. Corp. & C. H. Salvage Co.

Dear Mr. Head:

Enclosed please find letters from my client, Carboline Company, in regard to their claims against the above-styled corporations. Please advise if you need further information to make these claims a matter of record. Copies of their letters are going to the respective sureties.

Very truly yours,

Philip G. Kaplan

PGK/smh

cc: Traveler's Indemnity
cc: General Insurance Co. of America
cc: United Pacific Insurance Company
cc: St. Paul Fire & Marine Insurance Co.

MAR 23 1973

AREA CODE 314
644-1000

carboline ®

CABLE-CARBOCO-ST.LOUIS
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

320 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Head:

Notice is hereby given that the undersigned, Carboline Company, a Missouri corporation, has a claim for $23,972.55 owed for materials (various coatings as described on invoices attached) delivered to Klaas Brothers Corporation and used on the east and west Fremont interchanges wherein Donald Drake and Anderson-Hannon were the general contractors and Traveler's Indemnity Company, 700 Main, Hartford, Conneticutt and General Insurance Company of America, 1500 Southwest 1st Street, Portland, Oregon were the sureties.

It is our understanding that you will acknowledge receipt of this letter and advise the appropriate parties. Carbon copies have been forwarded to the above-named sureties.

Very truly yours,

W. A. Rosenbaum

APR 28 1971

RECEIVED
DEC 5 - 1972
FOR FILING

7620

December 4, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 1, 1972, we wrote to you concerning release of final payment on Contract No. 7620 awarded to A-1 Sandblasting and Steamcleaning Company, Inc., for maintenance painting on the Newport (Yaquina Bay) Bridge Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $1,000 and the total contract amount is $234,284.49 including $2,989.49 for work performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc A-1 Sandblasting & Steamcleaning Co., Inc.
6117 N. E. Portland Highway
Portland, Oregon 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. B. Boyd

RECEIVED
DEC 4 - 1972
FOR FILING

7620

December 1, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7620 awarded to A-1 Sandblasting and Steamcleaning Company, Inc., for maintenance painting on the Newport (Yaquina Bay) Bridge of the Oregon Coast Highway in Lincoln County was completed on October 5, 1972, and accepted by the Highway Commission on November 28, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 6, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc A-1 Sandblasting & Steamcleaning
Company, Inc.
6117 N. E. Portland Highway
Portland, Oregon 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. B. Boyd

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

Surety letter written 12-1-72 RSS

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 29, 1972

7620

Oregon State Highway Division

ORIGINAL SIGNED BY
A.E. JOHNSON

FROM A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

per Vince Gallagher 12/1/72

Contract No. 7620 Work Completed October 25, 1972

Project Newport (Yaquina Bay) Bridge

Highways Oregon Coast County Lincoln

Type of Work Maintenance Painting

Contractor A-1 Sandblasting and Steamcleaning Co., Inc.

Recommended Acceptance Date November 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12 for your formal concurrence.

VG:dg

cc C. W. Head
Tom Edwards
F. B. Klaboe
L. H. Young
C. T. Keasey
W. J. Hart

NOTED
C. W. HEAD

7620

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Newport (Yaquina Bay) Bridge	WEEK ENDING: November 11, 1972
		SECTION PREFIX: 21-4236
	HIGHWAY: Oregon Coast	COUNTY: Lincoln
NAME OF JOB: Newport (Yaquina Ba y) Bridge	KIND OF WORK: Maintenance painting	
CONTRACTOR: A-1 Sandblasting & Steamcleaning Co.	CONTRACT NUMBER: 7620	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, ~~1972~~ 1971	DATE WORK STARTED: August 10, 1971	ESTIMATED COMPLETION DATE: October 5, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 300	WORK DAYS USED / CALENDAR DAYS USED: Work 244
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 81%
PROJECT AUTHORIZATION: $255,955.00	ENGINEERING AUTHORIZATION: $21,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $234,955.00	ENGINEERING COST TO DATE: $12,534.39	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $234,955.00		DATE PROJECT WAS COMPLETED: October 5, 1972
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 60 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1820							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1		
MONDAY	Showers	1		
TUESDAY	Showers	1		
WEDNESDAY	Cloudy	1		
THURSDAY	Rain AM Overcast	PM 1		
FRIDAY	Cloudy	1		
SATURDAY		1		

Routing

Keasey — Pease

Bolt — Glenn

Walker — Litchfield

Johnson — Berg

RECEIVED
NOV 13 1972
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
11/5 SUNDAY	
11/6 MONDAY	No Activity as the project was completed October 5, 1972
11/7 TUESDAY	
11/8 WEDNESDAY	
11/9 THURSDAY	
11/10 FRIDAY	
11/11 SATURDAY	

REMARKS

This will be the last weekly report to be submitted on this job. The semi-final report will be turned at the first part of next week.

SIGNED Charles W. Ellsworth LOCATION Lincoln City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 17 1972
FOR FILING

7620

October 17, 1972

Mr. L. B. Day, Director
State Department of
Environmental Quality
Terminal Sales Building
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Day:

Newport (Yaquina Bay) Bridge
Oregon Coast Highway
Lincoln County
Contract 7620
Maintenance Painting

The maintenance painting project on the subject structure has been completed. All the scaffolding, cables, et cetera, were removed on October 6, 1972.

The navigation clearances have been restored to normal. The navigation lights have been checked and found to be operating satisfactorily.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. H. Bothman
W. J. Hart
J. B. Boyd

RWE:ag ja

RECEIVED
OCT 12 1972
FOR FILING

7620

October 12, 1972

Commander (oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Newport (Yaquina Bay) Bridge
Oregon Coast Highway
Lincoln County
Contract 7620
Maintenance Painting

The maintenance painting project on the subject structure has been completed. All the scaffolding, cables, et cetera, were removed on October 6, 1972.

The navigation clearances have been restored to normal. The navigation lights have been checked and found to be operating satisfactorily.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. M. Bothman
Walt Hart
J. B. Boyd

RWE:ag ja

RECEIVED
SEP 27 1972
FOR FILING

7620

Salem, Oregon
September 25, 1972

Mr. J. B. Boyd
Region Engineer

Mr. J. H. Versteeg
Region Engineer

A review of the specifications for Contracts 7614 and 7620 indicate that the time limit is specified by a designated number of calendar work days charged between March 1 and November 30 inclusive. Subsequent to the award of these contracts, the special provisions for maintenance painting contracts have revised the calendar work day definition to include every day between April 1 and October 31 inclusive.

It has been determined that the calendar work day charges should be recomputed for Contracts 7614 and 7620 to reflect the revised calendar work day definition as follows:

> "Calendar work days on this project will be every day within the period April 1 to October 31 inclusive, of every year; subject to the exclusions set forth in subsection 108.08 (b) of the Standard Specifications."

Please issue appropriate no-cost price agreements and revise your assessment of calendar work day charges for contracts listed above and issue subsequent reports based on the definition.

AAR:ag ja

A. E. Johnson
Assistant State Highway Engineer

cc Tom Edwards
F. B. Klaboe
Walt Hart
C. T. Keasey
Vern Skoog
L. H. Young

RECEIVED
SEP 27 1972
BOR PLANNING

A E Johnson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7620

DATE September 21, 1972

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Newport (Yaquina Bay) Bridge
Oregon Coast Highway
Contract 7620
High Lead Content Clams

Mr. F. R. Brockschink, Chief, Maintenance Inspection and Permits Branch, U. S. Army Corps of Engineers, Portland, Oregon, (Telephone No. 777-4441, Extension 373) called today regarding the reportedly high lead content of clams found adjacent to the subject project.

He informed me that the Rivers and Harbors Act of 1899, Section 13, (Refuse Act) gives the Corps of Engineers the authority to control pollution entering any waterway. This includes control of the sand and paint chips resulting from sandblasting operations on the subject project.

He stated that he had received reports from the Environmental Department which indicated that our maintenance painting operation had caused clams in the Yaquina Bay to have a dangerously high lead content. Because of this high lead content the harvesting of clams in the bay has been prohibited for an unspecified time.

Mr. Brockschink did not receive a copy of the laboratory report showing the results of tests made on the clams. I explained to him that four tests had been made. Three of the tests were on unbroken clams. The fourth test was on a clam that had been smashed during digging. The report indicated normal lead content of clams is 10 mg./kg. or less. The three unbroken clams showed 2.0 to 4.8 mg./kg. and the smashed clam meat showed 330 mg./kg.

I suggested that this could indicate whole clams have not been contaminated by our operations, and that the high lead content indicated on the smashed clam may have been a small paint chip picked up along with possible sand contamination at the time the clam was smashed. If a small paint chip was included in the meat sample test, a high lead content would be shown.

I stated that no reference samples of clams were taken upstream from the structure. I had suggested to the Environmental Department that this be done in order to help confirm their belief that our operations had caused pollution of the clams.

Mr. Brockschink stated he was unaware of these facts. He now believes there is a possible doubt as to the cause of lead in the clams, if the clams in their natural state do actually contain a high lead content.

He asked that I keep him informed about developments in this matter with the Environmental Department. I assured him that we would keep him informed of any contact with the Environmental Department regarding the alleged high lead clams.

RWE/ag

cc A. E. Johnson
~~R. Royer~~
J. B. Boyd
C. Elroy
A. A. Rear
L. L. Wallace
L. I. Lindas
H. A. Schell
F. R. Brockschink w/attachs.

RECEIVED
SEP 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7620

DATE August 30, 1972

TO Memo to the Files

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Yaquina Bay Maintenance Painting
Contract 7620
Report of lead concentration in clams

NOTED
F. B. KLABOE

Mr. Sharrel E. Davison, Senior Sanitarian for the Food Services Unit, Community of Environmental Health Section of the Environmental Health Division, called today regarding our maintenance painting of the Yaquina Bridge and its apparent impact on the lead content of clams living in the bay.

As a result of information received from local participants in the shell fish program, he engaged a diver to gather clams from the bottom of the bay on the ocean side of the bridge and to take bottom samples. The diver reported concentrations of paint chips in various areas of the bay. These chips are the size of a fifty cent piece or less and apparently are not removed from the bay by tidal action. He described the chips as being several layers of green, red and brown paint. He believes these chips are dropped from the bridge during sand blasting operations.

Laboratory analysis of the clam meat indicated heavy lead concentrations. A copy of the laboratory analysis of the clam meat is forthcoming. Based on these findings, permits for commercial harvesting of clams in the area immediately below the bridge have been revoked. Reference samples of clams from above the bridge were not taken but will be in the near future. It is possible that contamination of the clams results from industrial discharge above the bridge; however, at this time Mr. Davison is convinced that our painting projects over the years are the culprit.

Mr. Davison inquired about the use of a collection system to prevent discharge of the results of sand blasting into the bay. I told him we had checked into this matter on other projects and found that the use of a collection system doubles the cost of the paint job and that we are looking into the suitability of other types of paint in order to eliminate the discharge of lead-bearing overspray

NOTED
TOM EDWARDS

or lead-bearing blastings into the bay. I informed him that we have awarded contracts for pilot projects using paint which does not contain lead. Mr. Davison is very concerned over the apparent effect of lead paint on the quality of clam meat and was pleased to learn that we are considering other types of paint. I cautioned him that I did not say we will not use lead-type paints again, but that we are looking into other types.

No doubt we will hear more of this in the future.

RWE:dh

cc Tom Edwards
A. E. Johnson
A. A. Rear
John Jenkins

RECEIVED
STATE HWY ENGR
AUG 31 '72
REFER TO
FBC
FOR
Info | Files | R/D | D/R | Sign | Act | File

State of Oregon

DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

Date: 8/24/72

To: Duane Ohlsen, Sanitation

From: Alan Hose, DEQ Laboratory

Subject: Lead in Clams

On 8/17/72 you submitted to this laboratory four types of clams taken from Yaquina Bay, and requested Lead analysis. As Lead was suspected because of paint chips from bridge sandblasting in the area, we considered this a potential environmental problem and were happy to oblige.

The results of the analysis are as follows:

1)	White clams from 22' H_2O, (N. side) exposed under bridge	2.0 mg/kg wet wt.
2)	Smashed clams, 42' H_2O, Channel	330.
3)	Unsmashed Blk., Cockle, 30', S. Abuttment	2.0
4)	Small clams, Channel	4.8

Comparing these results with some found in literature (Pringle et al, Trace Metal Accumulation by Estuarine Mullusks, Journal of the Sanitary Engineering Division. Vol. 94, No. SA3, Proc. Paper 5970, June, 1968, pp. 455-475), which quotes normal values of 0.1 to 10.0 mg/kg wet weight, it is apparent that sample #2 is quite high.

NOTED TOM EDWARDS

RECEIVED
AUG 31 1972
BRIDGE DIVISION

bf

RECEIVED
STATE HWY ENGR
SEP 1 '72
REFER TO
FOR
Info | Ives | RID | DJR | Bien | Act | File

FOOD SERVICES SECTION
RECEIVED
AUG 28 [illegible]

DNF	SHORT TERM
TEMP	PERM

RECEIVED
MAY 2 - 1972
FOR FILING

7620

DATE May 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Overrun of Project Authorization
Newport (Yaquina Bay) Bridge, Contract No. 7620

An overrun in project authorization for the Newport (Yaquina Bay) Bridge on the Oregon Coast Highway in Lincoln County is apparent. This is a maintenance painting project, with A-1 Sandblasting & Steamcleaning Co., Inc.

The original project authorization was $234,504.52, and it now appears that the final cost will be $255,955, an increase of $21,452.65 or 9.15 percent.

An increase in the specified thickness of the inorganic zinc base coat of paint will add $9,045 to the contract. After the original contract was awarded, it was determined that eight panels of the floor system of the 600-foot center span would require cleaning and painting (not included in the original contract) increasing the cost by an estimated $16,500. The foregoing additional work will increase the engineering and contingency allowance accordingly.

This matter will be on the agenda for your consideration at the May 16 meeting and I recommend your approval.

JD:dh cg
bc: Floyd Query
George Baldwin
F. B. Klaboe
W. J. Hart
A. E. Johnson
V. E. Skoog
L. H. Young
J. B. Boyd
Gary Ross
Gary Sund

Form E-313 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Newport (Yaquina Bay) Bridge Date 4-17-72

Highway Oregon Coast Contract No. 7620

County Lincoln Kind of Work Bridge Painting Contractor A-1 Sandblasting and Steamcleaning Co., Inc.

	Authorized	Estimated
Contract Amount	206,410.00	206,410.00
Anticipated Items	200.00	3,000.00
Contingency (4½%)	9,297.45	25,545.00
Engineering	18,594.90	21,000.00
Credits	--	--
PROJECT COST	234,502.35	255,955.00

NET INCREASE $ 21,452.65 (9.15%)

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(U)	Revise Paint System (PA #1)	$9,045	$+9,045
(U)	Complete Painting 600' Span Floor System (PA #2)	16,500	+16,500

Principal reasons for overruns (Continue on reverse side): Paint system revised to insure adequate coverage on bolt heads, rivets, etc. Also eight panels of floor system in 600 central arch need spot cleaning and painting.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Chuck Elroy, Resident Engineer

Confirmed by Reg. Const., Division Engineer

Noted by Walter J. Hart, Construction or Bridge Engineer

Noted by J. K. Lane, Deputy or State Highway Engineer

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McMURRY, SHERRY & NICHOLS
Attorneys at Law
700 Blue Cross Building
Portland, Oregon 97201

Telephone 227-3231
Area Code 503

Garry P. McMurry
Leo C. Sherry, Jr.
Jacques B. Nichols
Joseph W. Maylie
Fred M. Arbi
Dennis R. VavRosky
Patric J. Doherty

April 12, 1972

7620

Mr. A. E. Johnson
Oregon State Highway Division
135 State Highway Building
Center and Capital Streets
Salem, Oregon

Re: Maintenance Painting Contract No. 7620 for Newport (Yaquina Bay) Bridge and Contract No. 7614 for Coos Bay (McCullough) Bridge

Dear Mr. Johnson:

Pursuant to your request these are the four alternative proposals which were presented on behalf of A-1 Sandblasting and Steamcleaning Co. and C. H. Savage Co. at our meeting on April 10, 1972.

PROPOSAL 1

This proposal contemplates that a zinc vinyl application be provided under existing contracts with specification modifications as follows:

a. A stripe coat application be made as required and the one coat reference in the existing specifications be eliminated.

b. A provision be included that sandblasting be 95% to white metal or something similar in order to permit retention of existing seals around rivet heads, splice plates, etc.

c. The requirement of a tie coat or wash coat be eliminated.

d. The specifications shall call for a minimum of four mils of zinc on all surfaces.

e. The Highway Division shall pay for the extra zinc and thinner required as follows:

NOTED
A. E. JOHNSON

	Newport	Coos Bay
Zinc	350 gals. $3,605.00	1,000 gals. $10,300.00
Thinner	250 gals. $640.00	600 gals. $ 1,530.00
	$4,245.00	$11,830.00

PROPOSAL 2

In this alternative, we propose that the State face up to the practical necessity of a stripe coat application and pay for it. A specifications modification would provide for sandblasting 95% to white metal. Other contract provisions and specifications would remain the same. Additional amounts to be paid under this alternative are:

Coos Bay Bridge	$50,000.00
Newport Bridge	$30,000.00

PROPOSAL 3

In this option, we contemplate that the Highway Division may wish to terminate these two contracts in order to provide for a new paint system, to resubmit the bids based on new specifications through the regular channels, or for whatever other reason the State deems appropriate. We propose that the jobs be terminated and settlement be made with the contractors which includes payment for mobilization costs and other costs to date net, of course, of any advances. Full releases by all parties without further work on the bridges is proposed. We will be pleased to furnish detailed summaries if you wish to pursue this alternative further.

PROPOSAL 4

In the event that you wish to try a new paint system, the painters under these two contracts will be pleased to work with you under any fair and appropriate basis. One of the

significant advantages in this approach is the utilization of their mobilization. This option is particularly attractive to these painters in view of their grave doubts as to the practicability of a zinc vinyl system in the Oregon coastal geographic area.

Thank you for your courtesies at Monday's meeting.

Yours very truly,

Leo C Sherry Jr

Leo C. Sherry, Jr.

LCS:nf
cc: Mr. C. H. Savage
Mr. Harlin Cornett
Mr. Alfred A. Rear
Mr. Walter Hart

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OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7620

March 27, 1972

McMurry, Sherry & Nichols
Attorneys at Law
700 Blue Cross Building
Portland, Oregon 97201

NOTED
A. E. JOHNSON

Attention: Mr. Leo C. Sherry, Jr.

Dear Mr. Sherry:

Maintenance Painting
Contracts 7614 and 7620

In your March 7, 1972, letter on behalf of Mr. Harlin Cornett and Mr. C. H. Savage you requested a meeting to resolve certain problems with respect to the painting contracts for the McCullough Bridge and the Yaquina Bay Bridge. Members of the Oregon State Highway Division are available during the week of April 10 except for Friday morning, April 14. Please advise time and date selected.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Alfred A. Rear
Bridge Operations Engineer

AAR/ag

cc: A. E. Johnson
J. B. Boyd
J. H. Versteeg
L. I. Lindas

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STATE HIGHWAY ENGINEER

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MAR 17 1972

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McMURRY, SHERRY & NICHOLS
Attorneys at Law
700 BLUE CROSS BUILDING
PORTLAND, OREGON 97201

TELEPHONE 227-3231
AREA CODE 503

GARRY P. McMURRY
LEO C. SHERRY, JR.
JACQUES B. NICHOLS
JOSEPH W. MAYLIE
FRED M. AEBI
DENNIS R. VAVROSKY
PATRIC J. DOHERTY

7620

March 7, 1972

Mr. Alfred A. Rear
Assistant Bridge Engineer
Oregon State Highway Division
Oregon Highway Building
Salem, Oregon 97310

RE: Maintenance Painting Contract No. 7620 for Newport (Yaquina Bay) Bridge and Contract No. 7614 for Coos Bay (McCullough) Bridge

Dear Mr. Rear:

This letter is tendered in an effort to avoid litigation on the subject contracts. It is written on behalf of Mr. Harlin Cornett, President of A-1 Sandblasting and Steam Cleaning Co. and Mr. C. H. Savage, President of C. H. Savage Co., the successful bidders.

As you no doubt recall, in our oral presentation to you on October 4, 1971 and in our formal petition of the same date, we discussed the significant failure under State Contract No. 7445 which covered the painting of the floor system of the Yaquina Bay Bridge completed late in 1970. As part of our presentation we produced photographs taken a few days earlier, which clearly demonstrated the extent of failure. Our efforts were aimed at securing some change in approach to avoid a recurrence under the subject contracts, which combine to amount to in excess of one half million dollars. As nearly as we can tell, no change has resulted from our efforts and you are insisting that we proceed with performance.

We understand Contract No. 7445 was a pilot project to give the State in-field data on zinc-vinyl paint applications. At the time of our bidding the referenced jobs, we presumed the pilot project was successful since the State was going forward on similar applications. We were not advised that there were problems with it.

NOTED
A. E. JOHNSON

The inspection platform on the Yaquina Bay Bridge, which had presumably been provided for examination of the paint job applied by We Painters, Inc., viewed a section that had been substantially repaired and touched up subsequent to the original application. No one bothered to advise us prior to our bidding that We Painters, Inc. had been brought back to rework this segment after completion.

In your letter to Mr. Cornett of A-1 Sandblasting and Steam Cleaning Company dated February 25, 1972, you stated as follows:

> "We are well aware of the fact that the paint job done by We Painters, Inc. has suffered significant failure. Because we were aware of this failure, spot cleaning and painting was included in the current project. The extent of the failure appears much more extensive now than it did at the time the project was advertised and will probably be even more extensive by the time the corrective work is actually performed."

This comment was made in response to Mr. Cornett's letter of February 3, 1972, discussing the extent of "touch-up" required on the prior application.

With regard to your comments, we make the following observations:

1. As prospective bidders on these contracts, we were entitled to know of the significant failure of this paint job at the time of bidding. It was a material factor that would have affected our estimate of costs.

2. In conversations prior to bidding with your Mr. Gardiner as to the extent of touch-up required, no mention was made as to the significant failure of this job, and further, he could give no guidance on touch-up but indicated "something should be thrown in." In our discussions with other Highway Division employees, nothing was said to us about problems with this system. As a matter of fact, the contrary was true. It was represented as quite satisfactory.

3. We based our bids on information that this system was mechanically efficient to apply. Instead of getting the proper advice that this application was a sensitive, difficult one under existing field conditions, we were advised that it was a relatively easy four-coat application, and that this zinc-vinyl system was the answer to Oregon coastal weather corrosion.

We have gone on record in saying that we doubt that a zinc-vinyl system applied under Oregon Coast conditions should be used. In saying this we are well aware that certain of your chemists and engineers hold contrary views as do certain paint manufacturers. In support of our contentions we would like to point out the following:

1. The pilot project on the Yaquina Bay Bridge application is a significant failure.

2. The application also in 1970 on the Astoria Bridge of a zinc-vinyl system has been a continuing headache and cannot under any circumstances be considered as a successful application.

3. Some of your own personnel have grave doubts as to the utility of this system in our coastal areas.

4. Since our meeting of October 4, 1971, the manufacturer of the product being used, the Carboline Company, has made several recommendations as to what is necessary for a successful application that go far beyond their specifications available at the time of bidding these jobs and beyond the specifications outlined by the State of Oregon in the invitations to bid. The extent of these revisions casts some doubt as to the practicability of the system.

The most sensitive area in the State's specifications for this application is in the initial zinc application after sandblasting to white metal. A one-coat application is called for to result in three mils of thickness. In the Carboline Company's specifications which were available at the time of bidding these jobs, the manufacturer recommended thinning one-half to one pint per gallon. Our application of zinc at the Yaquina Bay Bridge in accordance with these specifications was not successful. Although the coating satisfied millage requirements, it was so powdery and porous that it permitted rust overnight. In order to get an airtight cover, it was necessary to thin the zinc by adding 1 to 1½ quarts of thinner rather than the one pint specified. With the resulting lack of viscosity, we simply could not apply the zinc in one coating in order to secure an effective cover of the required mils. We can come to no other conclusion than it is effectively "impossible" to apply the zinc on a one-coat basis as you specify.

Although on the smooth and open surfaces by double clutching we can build up to the required thickness; on the pitted and irregular surfaces which include rivet heads in order to build up to the recommended millage, a stripe coat is necessary. The manufacturer now concurs that this requirement is a practical necessity. As an item of further confirmation, we understand that the State of Oregon is planning to include a stripe coat as a requirement on future contract bids for zinc-vinyl applications.

We wish to call to your attention Paragraph A.9 of the STEEL STRUCTURES PAINTING COUNCIL'S specification SSPC-PA 1-64 incorporated by reference in the bidding documents, which reads as follows:

> "A.9 Stripe painting of edges, corners, rivets, welds, etc. is believed to be advantageous in preventing breakdown of paint on such edges in very corrosive surroundings. The application of paint by striping to such edges is an expensive operation, and should only be specified when it is believed the cost will be compensated for by extra life..."

and the preliminary comments referred to as "Summary of SSPC-PA 1-64 Requirements" which read as follows:

> "Stripe painting of steel is included as an option in the Paint Application Specification and must be specified by the user before taking effect."

We should not be required to make a stripe coat application without agreeing to it in advance.

In connection with the touch-up work required on the contract to rehabilitate We Painters, Inc.'s work on the Yaquina Bay Bridge, we wish to reaffirm our position in Mr. Cornett's letter to you of February 3, 1972. Significant failure is not the proper subject matter for "touch-up." As mentioned to you in Mr. Cornett's letter, an estimated 40 percent of that application has to be restored, much of it in difficult and inaccessible areas.

It is our understanding that the primary purpose of the zinc coat is to retard rust. The manufacturer of Carbo Zinc 11 makes this claim:

> "NON-IMMERSION: The atmospheric moisture picked up in the film permits each zinc particle to set up its own protective galvanic cell. If the film is cut or damaged, the exposed steel may rust. However, there will be no sub-film attack. The corrosion will stop at the zinc edge."

Although your February 25 letter would lead us to believe you may be reconciled to the problem, it may be of interest to you that we have circled certain rust spots on the Yaquina Bay Bridge application and find through the Winter there was considerable rusting back.

We believe there are two areas in the State of Oregon specifications on this job which should be given special scrutiny in addition to the materials discussed above:

1. The State's specifications require sandblasting to white metal. We question the wisdom of breaking down the existing paint seal at rivet heads, splice plate edges and edges of beams, etc. The manufacturer recommends "commercial sandblasting" rather than "sandblasting to white metal." A commercial sandblast would not destroy the existing and effective seal.

2. Elimination of the vinyl wash primer called for by the specifications should be considered. We quote from the letter from the Carboline Company to Mr. Harlin Cornett dated September 20, 1971, a copy of which is attached:

> "Inasmuch as Polyclad 936-1 was formulated for application directly over Carbo Zinc, we would rather see 4 mils of Carbo Zinc followed directly by Polyclad 936-1, leaving out the wash primer. The more zinc you get, the more protection you get. We have found the acid in wash primers tends to eat up a measured amount of zinc, if ever so slight, thereby negating some of the benefits of their use. I would think the Yaquina Bay Bridge would derive more protection from 4 mils of Carbo Zinc and eliminate the wash primer, than insertion of wash primer over 3 mils of Carbo zinc."

We are willing to accept responsibility under our contracts. As a correlary we believe the Oregon State Highway Division should be responsible for its decisions affecting the subject matter of these contracts. A repetition of the application by We Painters, Inc. must be avoided. All of us owe it to the taxpayers of this

State. None of us want to be associated with that kind of a result. If the Oregon State Highway Division insists on going forward with this system, we believe it essential that it be done under modified requirements.

We have tried to work with you in a responsive manner on this subject matter and will continue to do so. These problems are simply not going to disappear. We believe there may be solutions within the framework of the existing contracts. If you believe there is a possibility of resolving these problems outside of litigation, we will be pleased to meet with members of the Oregon State Highway Division and offer specific recommendations or consider any of your proposals.

This matter is urgent since the day count has commenced. Immediate attention is essential.

Yours very truly,

Leo C. Sherry, Jr.

A-1 SANDBLASTING & STEAM CLEANING CO.

By _____

C. H. SAVAGE CO.

By _____

LCS:mh
cc: A. E. Johnson
J. B. Boyd
C. W. Elroy
Eugene Ash

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

21-4236

HIGHWAY BUILDING • SALEM, OREGON • 97310

7620

October 22, 1971

McMurry, Sherry & Nichols
700 Blue Cross Building
Portland, Oregon 97201

Attention Mr. Leo C. Sherry, Jr.

NOTED
A. E. JOHNSON

Gentlemen:

Newport (Yaquina Bay) Bridge
Painting Contract 7620
Coos Bay (McCullough) Bridge
Painting Contract 7614

At our meeting of October 4, 1971, I assured you that your petition to have the paint system reviewed would be presented to both the Bridge Engineer and the Assistant State Highway Engineer.

We have discussed your request and have concluded that there is no reason why the specified paint system will not be adequate if properly applied in accordance with the project specifications.

We have recently had our specifications pertaining to this type of paint system studied by an independent paint consultant who determined that our specifications are adequate and if followed would result in an acceptable paint system. We have further concluded that it is not in the best interest of the public to suspend the subject contracts pending additional investigation of the paint system.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED BY
Alfred A. Rear

A. A. Rear
Bridge Operations Engineer

AAR:dh

cc A-1 Sand Blasting & Steamcleaning Co., Inc.
C. H. Savage Company
A. E. Johnson /w/ encl.
L. I. Lindas /w/ encl.
C. T. Keasey /w/ encl.
J. B. Boyd /w/ encl.
C. W. Elroy /w/ encl.
Eugene Ash /w/ encl.

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OCT 22 1971
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STATE HIGHWAY ENGINEER

HARRY P. McMURRY
LEO C. SHERRY, JR.
JACQUES B. NICHOLS
JOSEPH W. MAYLIE
FRED M. AZBI
DENNIS R. VAVROSKY
PATRIC J. DOHERTY

McMURRY, SHERRY & NICHOLS
Attorneys at Law
700 BLUE CROSS BUILDING
PORTLAND, OREGON 97201

TELEPHONE 227-3231
AREA CODE 503

October 4, 1971

Oregon State Highway Division
Salem, Oregon

RE: Maintenance Painting Contract No. 7620 for Newport (Yaquina Bay) Bridge and Contract No. 7614 Coos Bay (McCullough Bridge)

Gentlemen:

Confirming our oral presentation of today before members of the Oregon State Highway Division, the purpose of this letter is to present a formal petition. In view of the unsatisfactory results of the pilot project on the floor system of the Yaquina Bridge which was completed less than one year ago under contract no. 7445, we believe there is a high prospect of early failure of the zinc-vinyl coating called for under the subject contract.

The successful bidding contractors:

C. H. Savage Company
A-1 Sandblasting and Steam Cleaning Co.

petition that the subject contracts be suspended until a full evaluation of the results of the paint job under contract no. 7445 can be made. This evaluation should include at least the following:

1. Examination and inspection by an independent consulting engineer.

2. An in depth re-evaluation by the Oregon State Highway Division of the results of contract no. 7445.

3. A statement by the manufacturer of the paint to be applied, whether or not the specifications outlined by the State of Oregon for these jobs are adequate to insure a satisfactory job.

Respectfully submitted by:

Leo C Sherry Jr

Attorney for C. H. Savage Company
A-1 Sandblasting and Steam Cleaning Co.

cc Al Rea — Original for reply w/pictures
E. T. Kenley
John Jenkins
LCS:mh
Charles Storey
10-4-71
KM

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OCT 4 1971
BRIDGE DIVISION

J1-7234

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N. E. Portland Highway • Portland, Oregon 97211

281-7353
282-7291

REGION 2 ENGINEER
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ULE GEO TA FILE

September 30, 1971

Oregon State Highway Division
East State Highway Building
Salem, Oregon 97310

Subject: Yaquina Bay Bridge
Contract No. 7620

Attention: Gerald Wimer
Region Const. Eng.

Gentlemen:

This is to confirm that, Harlin Cornett, C. H. Savage and Leo C. Sherry, Jr., Attorney at Law, will be in attendance at a meeting to be held at 1:00 P.M. on Monday, October 4th, in Salem.

We request the following people be present at this meeting:
Ivan Merchants, Highway Bridge Engineer
Al Johnson, Asst. Highway Engineer
Alfred Rear, Field Bridge Engineer
Gerald Wimer, Region Construction Engineer
Dean Mandrell, Materials Section
Charles Elroy, Resident Bridge Engineer
Gene Ash, Resident Bridge Engineer — Not present

We consider the floor stringer system paint failure, completed last year, of such a magnitude that we deem this meeting necessary at this time in order to pursue possible solutions.

Please call to advise in what office the meeting will be held.

Very truly yours,

A-1 SANDBLASTING & STEAMCLEANING CO., INC.

Harlin Cornett
President

cc Al Rear
C.T. Kearney
John Jenkins
Charles Elroy

Yaquina Bay Bridge only considered at this meeting.

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OCT 4 1971

carboline COMPANY

CABLE-CARBOCO-ST.LOUIS
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

REPLY TO:
DAVID L. MUTH
P. O. BOX 116
MERCER ISLAND, WASH. 98040
PHONE: (206) 232-5343

APPLICATION OF CARBO ZINC 11 TO EXISTING BRIDGES, TOWERS AND OTHER HIGH STEEL-STRUCTURES, Special Instructions.

1. In warm and windy conditions, Carbo Zinc 11 should be thinned more than noted in regular application instructions. Thinning up to 1 qt./gal. is suggested to insure proper breakup and flow of the material. Cool and windy conditions would also require additional thinner. The amount can be adjusted to the point that dry-spray is eliminated. The main point of this is to get a solid wet coat on and have it stay wet for as long as possible, eg. for a period of ½ or 1 minute. If the coating is wet for only a second, or two, proper wetting of the surface might not be accomplished, and the primer may become powdery.

2. A brush coat of CZ 11 thinned 30-35% (40-45 oz./gal.) is recommended as a special treatment of rivets for maximum penetration. This degree of thinning is recommended when applying a second coat over previously applied CZ 11 to eliminate chance of a dry second coat application. For small overlaps and touchups, 1 qt./gal. is sufficient.

3. Spray gun should be kept as close as possible to the surface to maintain a wet coat. The tendency to "reach" too far should be resisted as dry spray can result.

4. Airless spray may be advantageous in spraying Carbo Zinc in the wind. It will also aid in penetrating crevices in the metal. A Grayco 321 tip (6" fan with .021"orifice) with a revers-i-clean nozzle is recommended.

5. "Working rivets", loose or cocked rivets, bulging seams, spaces between back-to-back angles, and other crevices which are impossible to seal off completely with paintable products can be sealed with Carboline Calking Compound # 225 applied with putty knife, calking gun or brush. It can also be "gloved" on. #225 can be applied over Carbo Zinc or between vinyl coats.

6. For small areas of touchup where some rusting has resulted from holidays, power wire brushing, sandpaper or hand wirebrushing to remove rust is acceptible, prior to touching up with Carbo Zinc. This would apply to recent holidays. Where old holidays are rusting, sandblasting the spots may be the only practical method, and is recommended to remove the rust. Wirebrushing has a decided advantage where sandblasting an isolated spot could damage good material nearby, thereby negating the advantages of sandblasting.

7. Carbo Zinc 11 will last in excess of one year without topcoating if applied in accordance with Carboline application instructions, even in severe marine environments. In fact, the longer period allows the pores to fill with zinc salts and helps to eliminate pinholing of the topcoats. Carbo zinc can be washed with water or steamcleaned to remove dirt and salt deposits from the surfaces.

Received from Harlin Cornett 10-4-71
cc Ed Barr
John Jenkins

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OCT 4 1971
BRIDGE DIVISION

carboline COMPANY

AREA CODE 314
644-1000

CABLE-CARBOCO-ST.LOUIS
TELEX-044-7332
TWX-1-810-761-0448

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 MANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

REPLY TO:
DAVID L. MUTH
P. O. BOX 116
MERCER ISLAND, WASH. 98040
PHONE: (206) 232-5545

9-20-71

Mr. Harlin Cornett
A-1 Sandblasting and Steamcleaning
6117 NE Portland Highway
Portland, Ore.

Subject: Yaquina Bay Bridge

Dear Mr. Cornett:

Last week Mr. Bob Walker, field service technician for Carboline, visited the above job with me to assist in "fine tuning" the application recommendations to obtain the best job for the conditions.

Among the suggestions he made were the following:

1. Thinning of Carbo Zinc 11 up to 1 ½ qts. per gallon to insure a proper breakup and flow of the material in warm and windy conditions. The main objective in thinning is to eliminate dryspray which is a definite problem at Newport this time of year. When temperatures begin to cool, the amount of thinner can be reduced, but the coating should always be thinned. If thinning causes the material to slip badly, it would be ok to spray full strength.

2. A brush coat on rivets, especially in crevices would be good insurance to eliminate misses that could occur due to the color of the zinc being close to the color of steel from sun and water reflections tending to cancel out the green tint of the Carbo Zinc.

3. Airless application with Crayco 3-21 tip and reversiclean nozzle was suggested as a possible solution to the problem of wind and improve penetration of the primer into the crevices. Airless spray has its drawbacks, especially where used on complex surfaces, and is not the "answer" for every job. If you can use it, we recommend it.

4. The gun should be kept as close as possible to the surface as possible to be sure a "wet" coat is applied. The tendency to reach too far can result in dryspray which is a problem for any paint being sprayed in the wind. This can result in premature failure of the primer.

Inasmuch as Polyclad 936-1 was formulated for application directly over Carbo Zinc, we would rather see 4 mils of Carbo Zinc followed directly by Polyclad 936-1, leaving out the wash primer. The more zinc you get

Received from Harlin Cornett 10-4-71

cc Hal Reed
John Jenkins

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OCT 4 1971
BRIDGE DIVISION

more protection you get. We have found that the acid in wash primers tends to eat up a measured amount of zinc, if ever so slight, thereby negating some of the benefits in their use. I would think the Yaquina Bay Bridge would derive more protection from 4 mils of Carbo Zinc and eliminate the wash primer, than insertion of wash primer over 3 mils of Carbo Zinc.

I understand there may be indications that working rivets in isolated portions of the bridge, and some crevices, such as in cocked rivets and splice plates and gussets, could show rust or rust stain no matter how good you coat them. This is due in part to the design of the bridge, and partly to insufficient mating of surfaces during construction. When you encounter problem areas such as these, we recommend a coat of Carboline #225 Calking Compound be brushed over the Carbo Zinc 11 after the wash primer application, or directly over Carbo Zinc 11 if no wash primer is used. Then the high build vinyl can be applied over the calking compound. Again, the vinyl should bridge most rivet crevices, but the calking compound would offer a little extra "insurance" to rust stain sweating and streaking from behind crevices. #225 has been used over rivets and welds for tank lining work, being successfully "sandwiched" between coats of paint. The key to success is the 25% elongation property coupled with density and thickness. It is very heavy in consistency and would fill deep crevices very easily. Where used for coating rather than for filling, it can be thinned to brushable consistency.

So far, I am very pleased with the surface preparation and application of Carbo Zinc 11, and am especially pleased with your attitude of cooperation with us in getting the best job possible.

Very truly yours,

Dave Muth

CARBOLINE COMPANY

Dave Muth

DM:dm
Attachments
cc: St. Louis
File

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OCT 4 1971
BRIDGE DIVISION

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OCT 20 1971
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DEPARTMENT OF STATE POLICE

GENERAL HEADQUARTERS

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

Edwards

TOM McCALL
GOVERNOR

21-4236
7620

October 13, 1971

Mr. R. L. Porter
State Highway Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Attached is a copy of a member's report concerning a fatal industrial accident which occurred on the Yaquina Bay Bridge on October 6, 1971.

If we can be of further service to you in this matter, please advise.

Yours truly,

Holly V. Holcomb, Superintendent

By
E. W. Daugherty, Lieutenant
Criminal Division

NOTED
A. E. JOHNSON

ewd:mcb
attachment

NOTED
TOM EDWARDS

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Hunter

NOTED
E. S. HUNTER

AE Johnson

TO

Form 2a—SSM

TIME 1:00 P.M.

Place Newport 26063

Subject INDUSTRIAL ACCIDENT - FATAL

OFFICER'S REPORT
OREGON STATE POLICE

No. .....

County Lincoln

October 6, 19 71

VICTIM: WHITE, MARVIN ALLYN,

DOB: 09/17/31, Route 7, Box 106T, Eugene, Oregon

Received a call from Newport City Police Department requesting assistance in a fatal accident, resulting in a fall from the Yaquina River Bridge. Lt Bearden, Newport City PD contacted at Pacific Communities Hospital at 10:45 A.M. by writer.

At 10:00 A.M., date, Victim fell from scaffold under the north end of bridge, landing on the north jetty Road, 140 feet below. AA Action Ambulance, Newport took vicitm to Hospital where he was dead on arrival. Body taken to Bateman Funeral Home, Newport, Oregon.

The only witness: MC BRIDE, Jack (none), Rt 7, Box 106T, Eugene, Oregon, stated in substance that he was working on the other endof scaffold from victim. Further stated that he motioned for victim to move planking while sandblasting and that himself and victim removed safety belts to change the planks. Stated that he felt jerking on his hoses and looked over and saw victim tumbling through the air, however did not have vision of him all the way down. Stated that when victim hit his hoses it nearly jerked him off the scaffold.

Victim and witness are employed by Al Sandblasting & Steam Cleaning Co., of Portland, Oregon. Company has painting contract with Oregon State Highway Department.

Bridge Paint Inspector, Clifford L. Young of the State Highway Dept was present at time of accident. Young"s supervisor: Charles W. ElRoy, resident bridge engineer, Lincoln City.

Lincoln County District Attorney contemplates no further action.

David R. Carver

254-26, DAVID R. CARVER, Cpl.

cc Hwy Dept.

RECEIVED
AUG 24 1971
FOR FILING

21-42.36

7620

August 19, 1971

A-1 Sandblasting & Steamcleaning Co., Inc.
6117 N.E. Portland Highway
Portland, Oregon 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7620 for maintenance painting on the Newport (Yaquina Bay) Bridge of the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
R. H. Bothman
J. B. Boyd
C. W. Elrey

RECEIVED
AUG 4 - 1971
FOR FILING

21-4236
7620

August 3, 1971

A-1 Sandblasting & Steam Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, Oregon 97218

Gentlemen:

The State Highway Commission on August 2, 1971, awarded to you State Highway Contract No. 7620 in the amount of $206,410 on the Newport (Yaquina Bay) Bridge in the City of Newport on the Oregon Coast Highway in Lincoln County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
I. D. Merchant
R. H. Bothman
J. A. Boyd
C. W. Elvey
William Gaibel (BAIF)

RECEIVED
JUN 14 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Groat
Do Not File
Keep
Return To
Other

DEFEMED
GAME 17 1971
COMMISSION

OFFICE OF THE DIRECTOR
21-1236
P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551
7620

June 8, 1971

TOM McCALL
GOVERNOR

COMMISSIONERS
GE L. HIBBARD, Chairman
P. AMACHER, Vice Chairman
CALLAGHAN, Member
AT METKE, Member
S W. WHITTAKER, Member
W. McKEAN
Game Director

cc's sent 6-10-71

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Reference is made to your letter of May 19, 1971, which referred to the plan sheets for seven bridge projects listed as follows:

1. Charleston (South Slough) Bridge
   Cape Arago Highway, Coos County
2. Eastside (Isthmus Slough) Bridge
   Coos River Highway, Coos County
3. Applegate River Bridge
   Jacksonville Highway, Jackson County
4. Applegate River Bridge
   Jacksonville Highway, Josephine County
5. Newport (Yaquina Bay) Bridge
   Oregon Coast Highway, Lincoln County
6. Florence (Siuslaw River) Bridge
   Oregon Coast Highway, Lane County
7. Coos Bay (McCullough) Bridge
   Oregon Coast Highway, Coos County

We have no objection to these projects from a wildlife protection standpoint. However, we request that precautions be taken to prevent the contamination of the involved streams by any paint, chemical, or other pollutants.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: Dir. FCO

RECEIVED
JUN 17 1971
21-1236
7620

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th. AVE. • PORTLAND, OREGON - 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

cc's sent 6-9-71

June 7, 1971

F. B. Klaboe
L. H. Young
W. J. Hart (7)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (7)
R. D. Asburry (2)
C. T. Keasey (12)

Hall
Olson
Wills
Hackleman
Carstensen
Keyss
Terpin

RECEIVED
JUN 3 - 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Porter:

The following proposed bridge painting contracts submitted to us by your letter dated May 19, 1971 have been reviewed.

Charleston (South Slough) Bridge
Eastside (Isthmus Slough) Bridge
Applegate River Bridges (2)
Newport (Yaquina Bay) Bridge
Florence (Siuslaw River) Bridge
Coos Bay (McCullogh) Bridge

There should be no conflicts with the fishery resources, providing water quality standards are adhered to. The projects are approved.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FLH-3(20) M.P. 85.5-Blue Mtn. Pass Sec. 1971
of the ION Hwy., SW of Jordan Valley
#7621 (Grading and paving)

7621

OREGON STATE HIGHWAY DIVISION

March 18, 1974

Mr. Charles T. Smith
McMenamin, Jones, Joseph & Lang
Attorneys at Law
Morgan Park Building
729 S.W. Alder Street
Portland, OR 97205

Re: Vehicle Accident, June 2, 1972
Nona Keys and Gary Keys v. L. W. Vail Co., Inc.

Dear Mr. Smith:

In response to your letter of March 13, I wish to advise that Mr. Richard Totten, the inspector on the project, is now working for our Resident Engineer, Willard Hoffman, in John Day, Oregon and can be contacted through his office. I am sending a copy of this letter to Mr. Hoffman with the request that he advise Mr. Totten to cooperate fully with you in review of the construction details at the time of the accident.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:fr

bc: H. S. Coulter
Jack Sollis
W. E. Schwartz
Willard Hoffman
511 Hillcrest Drive
John Day, OR 97845
Phone: 575-0749

RECEIVED
MAR 18 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-123

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

1-4-73 NOTED

cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Malheur A. E. JOHNSON	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1/4/73	R. A. Nichols, Area Engineer		FAU 3(20)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/19/72	11/9/72	83 %	100
APPROVED EXTENSIONS	**LOCATION**		
None	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

Copy sent 1-15-73

JAN 10 1973

REGIONAL OFFICE

MP 85.5 - BLUE MT. PASS SECTION
I.O.N. HIGHWAY
Grading and Surfacing

The project is located on FAS Route 23-018 beginning about 27.4 miles north of the Oregon-Nevada border and the town of McDermott, thence proceeding northerly about 8.5 miles.

The final cost of the contract items was $687,842.18, about 1.5% more than the original contract amount of $677,477.50.

There were no unusual overruns or underruns except for an overrun in the seeding and mulching item. This item overran 105% or 28.4 acres (contract amount 27 acres). This item overran because slopes were flattened throughout the project to make the road safer. Also, the contractor moved into the State's furnished borrow source. This was an old source covering a large area. Under the contract terms the contractor had to seed and mulch the area he disturbed but he did not disturb the entire area previously disturbed. It was decided for aesthetic reasons to level the remaining area and seed and mulch it.

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENGR
JAN 11 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by R. A. NICHOLS		SIGNATURE: Original Signed By VERNON V. CUSACK Engineering Coordinator	
TITLE: R. A. Nichols	DATE: JAN 1 [illegible] 1973	TITLE: J. Green	DATE: JAN 1 0 1973

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
DEC 28 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7621

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 27, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. FLH-3(20)

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request: Federal-aid Project Acceptance

Contract 7621 Work Completed September 26, 1972

Project M.P. 85.5 - Blue Mountain Pass

Highway I.O.H.

County Malheur

Acceptance: State Highway Commission November 9, 1972

Federal Highway Administration October 17, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:dgk

cc: V. E. Skoog

RECEIVED
NOV 21 1972
FOR FILING
7621

November 21, 1972

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On November 13, 1972, we wrote to you concerning release of final payment on Contract No. 7621 awarded to L. W. Vail Company, Inc., for work on the M.P. 85.5-Blue Mountain Pass Section of the I. O. N. Highway in Malheur County.

Final payment on this contract is $23,198.34 and the total contract amount is $693,800.25 including $5,958.07 for work performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

U. S. Fidelity & Guaranty Company
340 Central Building
Seattle, Washington 98104

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
W. E. Schwartz

RECEIVED
NOV 13 1972
FOR FILING

7621

November 13, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7621 awarded to L. W. Vail Co., Inc., for work on M.P. 85.5-Blue Mountain Pass Section of I.O.H. Highway in Baker County was completed on September 29, 1972, and accepted by the Highway Commission on November 9, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 18, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

Xbm
cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

U. S. Fidelity and Guaranty Co.
340 Central Building
Seattle, Washington 98104

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Mosner
W. Schmurfs

RECEIVED
NOV 13 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7621

DATE November 10, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7621 **Work Completed** September 29, 1972

Project MP 86.5 - Blue Mountain Pass

Highway I.O.N. **County** Malheur

Type of Work Grading and Paving

Contractor L. W. Vail, Inc.

Recommended Acceptance Date November 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7621

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: M. P. 85.5 Blue Mountain Pass		WEEK ENDING: October 21, 1972
		SECTION PREFIX: 123-1025-900
HIGHWAY: I. O. M.		COUNTY: Malheur
NAME OF JOB: M. P. 85.5 - Blue Mountain Pass	KIND OF WORK: Grading & Paving	
CONTRACTOR: L. W. Vail Company, Inc.	CONTRACT NUMBER: 7621	FEDERAL AID PROJECT NUMBER: FLH-3(20)
DATE OF CONTRACT: August 3, 1971	DATE WORK STARTED: September 1, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 270	CALENDAR DAYS USED 224½
PROJECT AUTHORIZATION: $ 776,427.96	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 83
EXCLUSIVE OF ENGINEERING: $ 714,860.99	ENGINEERING AUTHORIZATION $ 61,566.97	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 714,860.99	ENGINEERING COST TO DATE $ 71,672.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: September 26, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.48	8.48			8.48
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.48	8.48			8.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	47,600 CuYd	60,000 Ton			51,900 Ton
TOTAL QUANTITIES CORRECTED TO DATE	48,800 CuYd	59,287.42 T			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	48,800 CuYd	59,287.42 T			52,001.16 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	October 15,			
MONDAY				
TUESDAY	Cloudy			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

Keusey
Bond
Work
Jo

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	October 15,
MONDAY	
TUESDAY	Final Inspection; present Mr. Shirley; Mr. Nichols, FHWA; Mr. Alexander, Contractor; Mr. Bateman, BLM
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was Tuesday. Post Semi-final will be submitted with last flagging bill next week.

This will be the last weekly report on this project.

SIGNED W E Hoffman LOCATION Ontario

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE COPY

10-17-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FHWA (ACE Johnson)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
7621	5	Malheur	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
10/13/72	R. A. Nichols, Area Engineer		I-84-3(30)
IN COMPANY WITH			
A. Pilcher, Jr Eng Constr Engr; [illegible]			
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	93 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

C4-6 mod
11-8-72

MP 85.5 - BLUE MOUNTAIN PASS SECTION
I-80N HIGHWAY
Grading and Surfacing

NOTED
NOV 06 1972
A. E. JOHNSON
REGIONAL OFFICE

All the contract work except the seeding and mulching was completed on June 27, 1972. The contractor was issued a shut-down order at that time because he could not perform the remaining work until the fall planting season. His subcontractor did complete the seeding and mulching on September 19, 1972.

All work is completed in reasonable conformity to the plans and specifications.

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR
Info | Ives | R/D | D/R | Chm | Act | File

11-7-72
Johnson
cy Young

FORM FR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
STATE HWY ENGR
OCT 25 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FILED
OCT 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7621

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 2, 1972

TO G. L. Green, Acting Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxx
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. FLH-3(20)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

CU Bridge
10-25-72

SUBJECT Request Contract Acceptance

Contract 7621, Work Completed September 26, 1972

Project M. P. 85.5 - Blue Mountain Pass

Highway I. O. N.

County Malheur

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 17, 1972

Conditions not acceptable: None

G. L. Green
Acting Division Engineer

VG:pr

cc: Tom Edwards ✓
L. H. Young

RECEIVED
OCT 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7621

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 7, 1972

TO G. L. Green, Acting Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. FLH-3(20)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7621 Extra Work Order No. 5

Project M. P. 85.5-Blue Mountain Pass

Highway I. O. N.

County Malheur

The Order covers reshaping those portions of the gravel pit used on previous projects. This will improve the overall appearance at the source.

Attached are copies of a letter from the Regional Construction Engineer.

Federal participation will be predicated on the basis that the funds allocated for the project are not exceeded.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 3, 1972.

Your approval as of July 3, 1972 is requested.

Attachments

JK:kds

RECEIVED
JUN 6 - 1972
FOR FILING

7621

June 2, 1972

TO R. H. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. FLH-3(20)

FROM George H. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7621 Extra Work Order No. 4

Project M.P. 85.5-Blue Mountain Pass

Highway I.O.H.

County Malheur

The order covers rebuilding the wooden end barriers for the painted cattle guard at station 1628+80 and connecting the fence to it. The existing barriers were in poor condition and had to be moved due to widening the roadbed. There are no provisions in the contract to cover this work.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 19, 1972.

Your approval as of May 19, 1972 is requested.

Attachments

JK:js

RECEIVED
OCT 1 1 '71
FOR FILING

OREGON STATE HIGHWAY DIVISION

FLH-3(20)
16321

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 8, 1971

L. W. Vail Company, Inc.
P.O. Box 847
Pasco, WA 99301

Gentlemen:

Re: M.P. 85.5 - Blue Mountain Pass Section
I.O.N. Highway, F.A. Proj. FLH-3(20)
Contract No. 7621

We have received concurrence from the Federal Highway Administration of our approval of your proposed training program for the Laborer trainee on the subject contract.

Your efforts to insure success of this program are appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
E.E.O. Engineer

MDG:fr

bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
Willard Hoffman

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
OCT 1 1971
FOR FILING

Form DOT-FHWA-F21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FLH-3(20)
7621

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 1, 1971

In reply refer to: 08-35-DA/
961

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project FLH-3(20)
M. P. 85.5 - Blue Mountain Pass Section
FHWA Order Interim 7-2(2)

Mr. Johnson's September 17 letter submitted a Laborers' Training Program for approval. I have reviewed the training program and have determined that it meets the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2).

The Laborers' Training Program is approved.

cy to Morgan
10-6-71

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
SEP 22 1971
FOR FILE
FLH-3(20)
7621

September 17, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: M.P. 85.5-Blue Mountain Pass Sec.
I.O.M. Highway, F.A. Proj. FLH-3(20)
Contract No. 7621

The subject contract was awarded on August 3, 1971, to L. W. Vail Company, Inc. of Pasco, Washington. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide one trainee during the life of the contract. At the preconstruction conference August 24, 1971, the contractor advised that the trainee would be furnished in the Operating Engineer craft. The Oregon State Highway Division accepted the contractor's proposal at that time. By letter dated September 9, 1971, the contractor requested that he be allowed to change the craft in which he would provide a trainee from Operating Engineer to Laborer. Because of difficulties experienced by the contractor to secure assurance from the Operating Engineer Union that they would provide a minority, the Oregon State Highway Division concurred in the contractor's request.

The Laborer trainee will be provided under a new program (copies attached) which is similar to one submitted to you concerning F.A. Project No. I-80N-7(33)289, the Powder River-Baldock Slough Section.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

DES:fr ms

Att.

RECEIVED
SEP 16 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

FLH-3(20)
7621

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 14, 1971

L. W. Vail Company, Inc.
P.O. Box 847
Pasco, WA 99301

Gentlemen:

Re: M.P. 85.5 - Blue Mountain Pass Section
I.O.N. Highway, F.A. Proj. FLH-3(20)
Contract No. 7621

Your letter of September 9, 1971 requested that your craft selection in which a trainee is to be provided on the subject contract be changed from an Operating Engineer to a Laborer. Your request was based on your inability to secure assurance from the Operating Engineer Union that they would provide a minority or disadvantaged trainee. Your interest and efforts to provide training for a minority are commendable. We agree that at the present time, your chances of providing a minority are greater in the Laborer craft and approve your change in selection from the Operating Engineer craft to Laborer.

You should plan to have your training program submitted for approval by October 1, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By D. E. Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
Willard Hoffman

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
AUG 31 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 27, 1971

L. W. Vail Company, Inc.
~~P.O. Box 847~~
Pasco, WA 99301

LH-3(20)
7621

Gentlemen:

Re: M.P. 85.5 - Blue Mountain Pass Section
I.O.N. Highway, F.A. Proj. FLH-3(20)
Contract No. 7621

This letter constitutes formal approval of your selection of craft in which a trainee is to be provided on the subject contract. At the preconstruction conference in Ontario on August 24, 1971, you indicated that the trainee would be furnished in the Operating Engineer craft.

It was indicated at the preconstruction conference and agreed to by you that you would submit your training program for approval by September 15, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. J...

By
D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
H. S. Coulter
Willard Hoffman

RECEIVED
AUG 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
AUG 24 1971
FOR FILING

FLH-3(20)
7621

August 24, 1971

L. W. Vail Company, Inc.
P. O. Box 547
Pasco, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7621 for work on the N.F. 65.3-Elma Mountain Pass Section of the I. O. E. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

U. S. Fidelity & Guaranty Co.
360 Central Building
Seattle, Washington 98104

bc F. D. Morgan
I. D. Marchant
H. S. Coulter
Willard Hoffman

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Malheur
PROJECT REPORT NO. 3	8-19-71	PROJECT NO. FLH-3(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 95 27.4 mi. N. of Nevada Line N. 8.48 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-29-71	6.98
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 648,400	$ 648,400

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
For B. E. Simpson

Date executed by Division Engineer AUG 19 1971

Oregon State Highway Division

Federal-Aid
Project No. FLH-3(20)

M.P. 85.5-BLUE MTN. PASS SECTION

I.O.N. HIGHWAY, MALHEUR COUNTY

Salem, Oregon, August 17, 1971

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1445+00 to Sta. 1527+87.1) (Sta. 1583+01.7 to Sta. 1731+38.6)
(Sta. 1755+66.8 to Sta. 1893+00)

Mobilization	All Required (82%)		$ 21,976.00
Furnishing Field Laboratory Building	All Required		1,500.00
Temporary Protection and Direction of Traffic	All Required (82%)		4,920.00
Clearing and Grubbing	All Required (82%)		1,640.00
Removal of Structures and Obstructions	All Required (82%)		1,230.00
General Excavation	43,700 cu.yd.	.86	37,582.00
Trench Excavation	270 cu.yd.	4.75	1,282.50
Finishing Roadbed and Slopes	6.98 mile	1,000.00	6,980.00
Watering	1,025 M-gal.	1.50	1,537.50
Bituminous Base Mixture	11,400 ton	4.25	48,450.00
Asphalt in Bituminous Base Mixture	625 ton	49.00	30,625.00
Plant-Mix Aggregate Base	49,200 ton	2.98	146,616.00
Class "B" Asphalt Concrete Mixture	31,200 ton	4.48	139,776.00
Asphalt Cement in Mixture	2,025 ton	49.00	99,225.00
Asphalt in Tack Coat	25 ton	70.00	1,750.00
18-inch Culvert Pipe	420 lin.ft.	6.00	2,520.00
24-inch Culvert Pipe	150 lin.ft.	7.00	1,050.00
36-inch Culvert Pipe	130 lin.ft.	10.00	1.300.00
Guide Posts	200 only	7.35	1,470.00
Roadside Seeding and Mulching	22 acre	340.00	7,480.00
			$558,910.00
Flagging (60% of Contractor's Cost)	All Required (82%)		$ 3,485.00
Temporary Erosion Control	All Required (82%)		656.00
Trainee (1 @ $0.80 per hr.)	All Required		800 00
			$ 4,941.00
	Subtotal		$563,851.00
	Engr. & Cont.		84,549.00
	Total		$648,400.00

Length of Project - - - - - - 6.98 Miles
Cost of Roadway Per Mile- - $92,893.98

Federal Funds- - - - - - -

M.P. 85.5-BLUE MTN. PASS SECTION

Nonparticipating-State Work

(Sta. 1527+87.1 to 1583+01.7) (Sta. 1731+38.6 to 1755+66.8)

Mobilization	All Required (18%)			$ 4,824.00
Temporary Protection and Direction of Traffic	All Required (18%)			1,080.00
Clearing and Grubbing	All Required (18%)			360.00
Removal of Structures and Obstructions	All Required (18%)			270.00
General Excavation	3,900	cu.yd.	.86	3,354.00
Trench Excavation	60	cu.yd.	4.75	285.00
Finishing Roadbed and Slopes	1.50	mile	1,000.00	1,500.00
Watering	225	M-gal.	1.50	337.50
Bituminous Base Mixture	2,500	ton	4.25	10,625.00
Asphalt in Bituminous Base Mixture	135	ton	49.00	6,615.00
Plant-Mix Aggregate Base	10,800	ton	2.98	32,184.00
Class "B" Asphalt Concrete Mixture	6,800	ton	4.48	30,464.00
Asphalt Cement in Mixture	445	ton	49.00	21,805.00
Asphalt in Tack Coat	5	ton	70.00	350.00
18-inch Culvert Pipe	100	lin.ft.	6.00	600.00
48-inch Culvert Pipe	120	lin.ft.	16.00	1,920.00
Guide Posts	40	only	7.35	294.00
Roadside Seeding and Mulching	5	acre	340.00	1,700.00
				$118,567.50
Flagging (60% of Contractor's Cost)	All Required (18%)			$ 765.00
Permanent Pavement Striping	All Required			750.00
Temporary Erosion Control	All Required (18%)			144.00
				$ 1,659.00
	Subtotal			$120,226.50
	Engr. & Cont.			18,033.50
	Total			$138,260.00

RECEIVED
AUG 12 1971
FOR FILING

FLH-3(20)

7621

August 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of August 3, 1971, is requested in the award of contract for the MP 85.5 Blue Mountain Pass Section, Project No. FLH-3 (20).

The contractor receiving the award is L. W. Vail Co., Inc., in the amount of $677,477.50, with Contract No. 7621 assigned. This bid was received on July 29, 1971 and awarded on August 3, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:js

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
AUG 4 - 1971
FOR FILING

FLH-3(20)
7621

August 3, 1971

L. W. Vail Co., Inc.
P. O. Box 647
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on August 2 accepted your proposal on the M.P. 85.5-Blue Mountain Pass Section of the I.O.E. Highway in Malheur County for the sum of $671,477.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7621.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
H. S. Coulter
Willard Hoffman
Wm. Geibel (SAIF)

TRANSACTION NUMBER 6-89

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-29-71

BY (Signature): MR. ELLISON'S JUNE 7, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS PUBLIC LANDS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 11 THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
11	FLH-3(20)	8.48	875,000	700,000	BLUE MOUNTAIN PASS SECTION	GRADE, DRAIN AND HIGH TYPE PAVEMENT.

6-29-71

7-8-71
REFERRED TO
[illegible]
DATED
JOM EDWARDS

REMARKS (Division)

THE PUBLIC LANDS FUNDS OF $700,000 ALLOCATED BY OUR DECEMBER 18, 1969 MEMORANDUM SHALL NOT BE EXCEEDED EXCEPT AS PROVIDED FOR IN PPM 24-1.

YOUR DESIGN EXCEPTION IS APPROVED.

RECEIVED
JUL 2 - 1971
FOR FILING
FLH-3(20)
762

RECEIVED
JUN 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-29-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

6-29-71

FORM BR-130 (REV 1-3-67)

RECEIVED
JUL 2 - 1971
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
FLH-3(20)

STATE PROJECT NO.
BLUE MOUNTAIN PASS SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MALHEUR

ITEM NO.
FLH-11

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
FLH-3(20)
7621

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young wire.
7-2-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 29, 1971	JUNE 29, 1971	FLH ROUTE #3 - FAS ROUTE 23-018
		STATE ROUTE NUMBER: STATE ROUTE 456 - ION HIGHWAY

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $3,485.00; TEMPORARY EROSION CONTROL IN THE AMOUNT OF $656.00 AND ON THE JOB TRAINING IN THE AMOUNT OF $800.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $3,485.00; TEMPORARY EROSION CONTROL $656.00; ON THE JOB TRAINING $800.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 19, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

RECEIVED
JUN 29
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-29-71	[signature]	FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 24 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

FLH-3(20)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7621

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 21, 1971

In reply refer to: 08-35.1/710.16

SUBJECT: Oregon FLH 3(20), Blue Mountain Pass Section
Public Lands Funds

Information has been received which indicates that within a few days obligation authority in the amount of $700,000 will be made available for use in constructing Oregon FLH Project 3(20), US 95 southerly from Burns Junction.

Simpson:nig

6-24-71

REFERRED TO
Young - Hall
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
F. B. KLAGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1971
FOR FILING

FLH-3(20)
7621

June 15, 1971

Oregon State Highway Commission

Gentlemen:

Notification has been received from the Federal Highway Administration that funds are available for a Forest Lands Highway project on the Blue Mountain Pass Section of the ION Highway in Malheur County at M. P. 83.5. We have been holding the completed survey for release of Federal funds. A public hearing was not required on this section and approval has been received from the clearinghouses.

This section is 8.48 miles in length and the total estimated cost for construction is $870,450 (Forest Lands Highway Funds $700,000; State share $170,450).

I recommend this project be let as soon as possible and that it be added to the current State Construction Program.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfa
L. H. Young
V. E. Skoog
D. H. Moehring
Frank L. Hall
F. D. Morgan
H. S. Coulter
BLG:ald fn

RECEIVED
JUN 9 - 1971

FLH-3(20)
7621

June 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete PS & E documents for the M.P. 85.5-Blue Mtn. Pass Section, Project No. FLH-3(20) have been submitted to your department and accordingly we are requesting your authorization to advertise for bids.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the date and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We have forwarded right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment
DAR:dg

RECEIVED
JUN 8 - 1971

FLH-3(20)
7621

June 7, 1971

Executive Department
Federal Aid Coordination Unit
Room 302, Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Federal Lands Highway Project:

Item No.	Project No.	Name
11	FLH-3(20)	MP 85.5-Blue Mtn. Pass Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

Enc.

cc: R. N. Chase

RECEIVED
JUN 8 - 1971

FLH-3(20)
7621

June 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one FLH Project, Item No. 11, Project No. FLH-3(20), MP 85.5-Blue Mountain Pass Section, which we desire to have included in the Federal Lands Highway Program.

Enclosed is a copy of the State Clearinghouse approval letter of August 14, 1970.

The project's "Notice of Intent" was submitted to District No. 14, (Southeast Oregon Council of Governments) Clearinghouse on August 3, 1970, and as said Notice has lain before the Clearinghouse for more than 30 days without action, it is assumed that no adverse review or comments will be received on this project.

Enclosed are complete revised P.S. & E. documents for your approval, and accordingly, we request your authorization to advertise for bids.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

[illegible]:bb

Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-7-71

FEDERAL-AID P (PPM

CARD 2 — REPORT NUMBER: 1 (19) (20) 21

PROJECT LOCATION (45 typewriter spaces): US 95 27.4 Mi. N. of Nevada Line N. 8.48 Mi. 45

ADT | PRESENT: 640 | FUTURE: 1,020 (66) | YEAR: 9 (70) (71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Grade, Drain, H.T. Pave. 62 28

NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUT (74)

COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS: Federal Lands Highway

ROUTE NO. S | FEDERAL-A 23-01

NAME OF URBAN AREA 17-31

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42						
5					PE		US 95 27.4 Mi. N. of Nevada State Line N. 8.48 Mi. (M.P. 85.5-Blue Mtn. Pass Section)			
5					ROW					
5					CONST (CODE) 6203			8.48	875,000	700,000
							PROJECT TOTALS	8.48	875,000	700,000

(16) (23) (24)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	640	1,020	91	08	Oregon	35	610	11

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					FLH-	3	(20)		

COUNTY NAME: Malheur — CODE: 045

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 23-018 — STATE: 456 — U.S.: 95

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
				Grade, drain, 2-12' lanes H.T. pavement with 4' shoulders.
				ROW-130' min.; Access Control-Partial; Parking Restrictions-none.
48 875,000	700,000	175,000		
48 875,000	700,000	175,000		

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

M.P. 85.5-BLUE MTN. PASS SECTION
PROJECT NO. FLH-3(20)

Existing Facility:
Two 10-foot lanes of bituminous wearing surface with 4-foot gravel shoulders constructed in 1956 and 1957.

Adjacent Sections:
South End: 24-foot A.C. wearing surface with 4-foot paved shoulders constructed in 1969 under Project FLH-3(19).

North End: 20-foot wearing surface with 4-foot gravel shoulders constructed in 1957 under Project FLH-3(16).

Project Data:
The proposed project consists of grade and drain two 12-foot lanes of high-type pavement with 4-foot paved shoulders on existing alignment.

Exception to Minimum Standards:
The 4-foot shoulders are substandard as 6-foot shoulders are indicated by AASHO standards. The State Highway Division requests approval of the use of 4-foot paved shoulders based on the fact that Projects FLH-3(18) & (19) were constructed to the standards proposed for this project, as were State-financed projects during 1964-5-6.

There are two sections of State-owned land which will be included in the project and constructed to the same standard with State funds.

System Action, Airports, Railroad, Water Development: None involved.
Parks, Historical and Recreational Areas: None involved.
Public Hearing: Not required under paragraph 6c of PPM 20-8.
Social, Economic and Environmental Effects Considered: Yes.
Design: Received P.S.&E. approval from FHWA January 29, 1971.
State Clearinghouse: Approved by letter of August 14, 1970.

District 14 Clearinghouse:
Notice of Intent was sent August 3, 1970 to Southeast Oregon Council of Governments, District 14 Clearinghouse, and has lain before said Clearinghouse for more than 30 days without action, and it is therefore assumed there will be no adverse review or comments.

Unusual Circumstances:
It is the State Highway Division's present intention to require 1 trainee, as set forth in FHWA Order, Interim 7-2(2), on this project.

RECEIVED
FEB 1 1971

FORM FHWA-1240
(Rev. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-29-71

FLH-3(20)

FROM: FLH-3(20) R. E. Simpson, Division Engineer, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. FLH-3(20)
	ITEM NO.	STATE PROJECT NO. Blue Mtn. Pass Section
TO: 7621		COUNTY NAME Malheur
		PROGRAM STAGE (Check) ☐ 1 ☐ 2 None

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young 2-5-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
January 29, 1971		FLH Route #3, FAS Route 23-018
		STATE ROUTE NUMBER State Route 456

LIMITS OF AUTHORITY

Authorization to advertize for bids cannot be given until the required Public Lands funds become available for obligation and the project is properly programmed.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

P.S.&E. documents for the subject project have been reviewed and are approved as requested in Mr. Young's January 27, 1971 letter.

RECEIVED
FEB 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-29-71	A. H. Greene	for Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

JAN 29 1971

FLH-3(20)
7621

January 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding P.S. & E. documents for the M.P. 83.6-Blue Mtn. Pass Section, Project No. FLH-3(20), Malheur County, for which we are requesting your approval.

We are also sending a copy of State Clearinghouse review for your files. The District Clearinghouse No. 14, Southeast Oregon Council of Governments, did not reply to our Notice of Intent submitted to them on August 3, 1970.

Before advertising, we plan to reduce the length of the project from Sta. 1992+00 to Sta. 1893+00 in order to reduce the cost of the Federal share to match the $700,000 Federal funds we expect to be allocated for the project. We are sending the P.S. & E. documents in their present form to expedite the submission and receive your approval. We do not plan to change the design other than to shorten the project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

RECEIVED
AUG 20 1970
FLH-3(20)
7021

EXECUTIVE DEPARTMENT

Edwards

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

August 14, 1970

Fletcher

Mr. R. L. P rter
State Highwa Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

BLUE MOUNTAIN PASS SECTION (MALHEUR COUNTY)

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

8-19-70
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 4 - 1970
FOR FILING

FLH-3(20)
7621

- Phone 378-4568

August 3, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 66-370-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 14

Federal Aid Secondary, (FLH) — MP 33.6 - Blue Mtn. Pass Sec.
I.O.N. Highway, Malheur Co.

The estimated date of filing for federal-aid funds on this project is September 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Kiebe
D. J. Barbee
D. H. Meehring
R. E. Royer
H. S. Cox
R. L. Gifford
E. N. Chase
C. K. Ansell
H. S. Coulter

BLG:sw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: M. P. 836 - Blue Mtn. Pass Sec.
I. O. N. Highway, Malheur Co.

August 3 19 70

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Fourteen (14) City --

County Malheur Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal-Aid Secondary, (FLH)

Authorizing Legislation Title 23, U.S.C., Section 209 (Public Law No. and Title)

Fed. Admin. Dept. Of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application .....

---

4. Estimated Project Cost

Federal Share $ 740,000

Loan ..... Grant X

Local Applicant Share (--)

(if any) $ --

State Agency Share $ 135,000

Other (Specify) $ --

Total $ 875,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date ..... October 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) ..... One Year

Approximate ending date ..... October 1971

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** ..... September 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

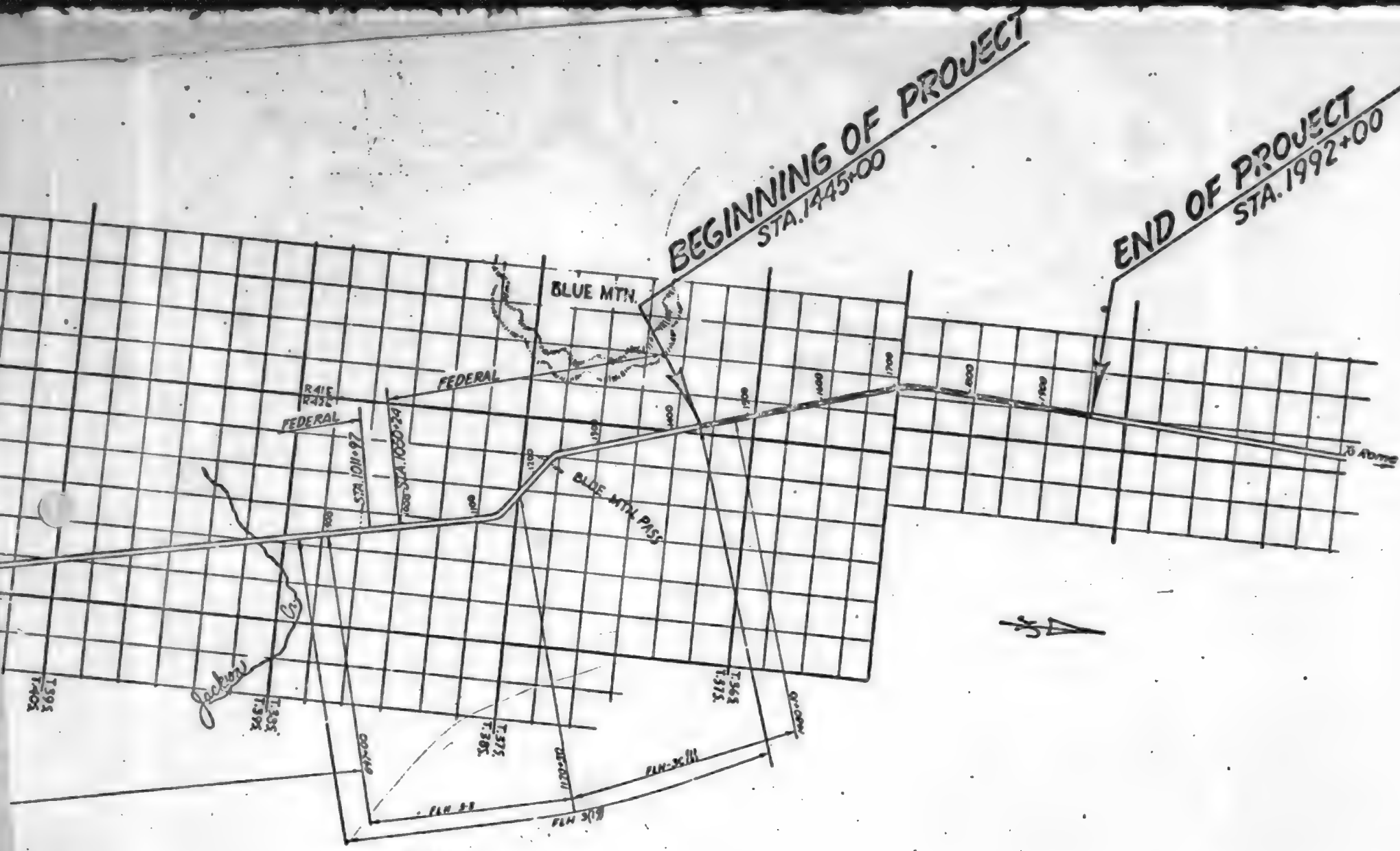
M. P. 83.6 - BLUE MOUNTAIN PASS SECTION, I. O. N. Highway

This project consists of preliminary engineering, acquisition of right of way, grading, paving, and incidental work necessary to update the existing facility to current standards.

The proposed project is 10.36 miles in length. A two lane roadway will be constructed with two 12-foot travel lanes with 4-foot shoulders. There are no major stream crossings.

This project is related to the "Goals for a Livable Oregon" by the up-dating and improvement of this portion of the Federal-aid Secondary System.

See attached map for geographical location.


BEGINNING OF PROJECT
STA. 1445+00
END OF PROJECT
STA. 1992+00
BLUE MTN.
FEDERAL
RAIL ROAD
FEDERAL
BLUE MTN. PASS
Jackson
T.39S. R.35E.
T.39S. R.36E.
T.39S. R.37E.
T.39S. R.38E.
T.39S. R.39E.
T.39S. R.40E.
T.39S. R.41E.
T.39S. R.42E.
T.39S. R.43E.
T.39S. R.44E.
T.39S. R.45E.
T.39S. R.46E.
T.39S. R.47E.
T.39S. R.48E.
T.39S. R.49E.
T.39S. R.50E.
T.39S. R.51E.
T.39S. R.52E.
T.39S. R.53E.
T.39S. R.54E.
T.39S.

RECEIVED
AUG 4 - 1970
FILE FILING
FLH-3(20)
7621

- Phone 378-4568

August 3, 1970

Southeast Oregon Council of Governments
City Hall
Ontario, Oregon 97914

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Secondary, (FLH) — MP 83.6 - Blue Mtn. Pass Section
I.O.N. Highway, Malheur County

The estimated date of filing for federal-aid funds on this project is September 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. H. Simpson, BPR
F. R. Klaboe
D. J. Barbee
D. H. Mosbring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
C. K. Ansell
H. K. Cooper

BLG:aw

RECEIVED
JUL 15 1970
FOR FILING
FLH-3(20)
7621

July 14, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: 68-35.1/710.15
F.Y. 1970 Public Lands Funds
Project FLH-3(2)
Burns Jct.-Blue Mtn. Pass Section
I.O.N. Highway
Malheur County

We hereby request that the Public Lands Funds for fiscal 1970 allocated in the amount of $700,000 to Oregon for the improvement of US 95 (I.O.N. Highway) be made available for obligation on the subject project.

These Public Lands Funds were allocated to the State December 18, 1969, with the stipulation these monies were not available for obligation at that time, and to date the State has not received authorization to obligate said funds.

We are making this request for obligation authority in the interest of the public as Malheur County is suffering an economic crisis which has been brought about by actions designed to halt or reduce the inflationary trend (such as increased interest rates on monies for building, et cetera) and curtailment of direct Federal construction spending (such as Bureau of Public Lands road construction and land development).

Malheur County has also been declared an area of substantial unemployment on the basis of a March 1970 "Labor Market Report ES-219A" prepared by the Oregon Employment Division, a copy of which is enclosed. This declaration entitled the county to Federal economic assistance under the "Public Works and Economic Development Act, Title I" and further, since June 1, 1970, to assistance in the form of Federal procurement contracts under the revised Defense Manpower Policy No. 4. The report shows the 1969 annual average unemployment was 6.4 percent of Malheur County's total labor force. While the State's annual average unemployment is not given in the report, we were advised by the Employment Division that it was 4.4

percent for the same period. We were further advised by the Employment Division that the June 1970 seasonally adjusted State unemployment rate was 5.6 percent, and they estimated that Malheur County's unemployment had reached approximately 8.0 percent for June 1970.

In view of the above facts and the enclosed report we feel that authority to obligate (award a construction contract) the Public Lands Funds for the subject construction project on the I.O.M. Highway would be a great help to the county's economy, help reduce the unemployment, and benefit the local population by the resulting monies paid for wages, supplies and services.

We would greatly appreciate it if this matter could be expedited in order that the remaining construction season can be used to its fullest advantage both for road construction and economic relief for Malheur County.

Very truly yours,

R. L. Porter
State Highway Engineer

Enclosures

cc: Tom Edwards
F. B. Klabee
A. E. Johnson
L. H. Young
V. D. Wolfe
D. J. Barbee
H. S. Cox
R. N. Chase
J. F. Putnam

RNC:ia

EMPLOYMENT DIVISION

402 LABOR AND INDUSTRIES BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

TOM McCALL
GOVERNOR

ROSS MORGAN
Administrator

IN REPLY
REFER TO: RES-VH

July 10, 1970

Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. L. H. Young, Program Planning Engineer

Dear Mr. Young:

Here is the most recent information covering the Ontario Area. Malheur County has been declared an area of substantial unemployment on the basis of the attached report. This entitled the area to federal economic assistance under the Public Works and Economic Development Act, Title I, and since June 1, 1970 to assistance in the form of Federal Procurement contracts under the revised Defense Manpower Policy No. 4.

Please note the rising trend of unemployment during the last three years (page two, right hand column) plus the expected declines in employment during late spring and early summer. (Table C)

Yours very truly,

Wesley E. Zellner

Wesley E. Zellner, Chief
Research and Statistics

GVH:cal

Enclosure

FOR OFFICIAL USE ONLY

OREGON EMPLOYMENT DIVISION
Affiliated With
THE MANPOWER AGENCY
DEPARTMENT OF LABOR

FOR: March 1970

LABOR MARKET REPORT
ES-219A
Ontario Area
Malheur County, Oregon

Prepared by: Ray Donald
Labor Analyst

MALHEUR COUNTY

ES-219A

March 1970

EMPLOYMENT TRENDS

This labor market area is comprised of three counties, Malheur in Oregon and Washington and Payette in Idaho. The economy of the area is dependent to a large extent in agriculture and food processing. Ore-Ida, the largest food processing company in Malheur County experienced an early cutoff date for its operations in 1969 and during June a major fire destroyed a large part of the company's facilities resulting in a slower-than-usual recovery. Unlike the remainder of the state Malheur County's unemployment reaches a peak during the summer months when processing employment is at its lowest ebb. Many of those employed in the food industry are women and supplemental wage earners so the economic condition indicated by unemployment rates is not quite as bleak as it would seem at first glance. Employment opportunities for youth are limited during the summer months. Boise Cascade closed the company's mill in Payette County during 1969 resulting in additional unemployment on both sides of the Snake River. These employment declines in food processing and wood products are reflected in Table A, and account for most of the yearly decline in the labor force.

LABOR MARKET

The employment picture for the area in 1970 is not bright. Unseasonally cold weather into May has caused a short beet crop. As a result, Amalgamated Sugar Company, the area's second largest processing firm, will have a short run. Ore-Ida Company anticipates another short season and will spend most of the summer remodeling its plant. A large influx of migrants has helped build a considerable labor surplus. Normally many agricultural workers move on to other acreas when work is not available locally and the labor force, although usually adequate, is not in overabundance when the season begins. However, conditions are not good in other areas either and this out-migration may not occur this summer. Welfare officieals report a sizeable increase in applications. The potato crop potential looks good which may help improve employment conditions next winter.

ANNUAL AVERAGES

	Labor Force	Employment	Unemployment	Rate of Unempl.
1969 Est.	18,320	17,140	1,180	6.4
1968	17,910	16,990	920	5.1
1967	17,990	17,230	760	4.2
1966	18,460	17,660	800	4.3

MDTA TRAINING-MALHEUR COUNTY

The allotted funds for MDTA training during fiscal year 1970 have been utilized for individual referrals. Seven persons have been referred to training this year. Two have dropped out. Two are being trained as licensed practical nurses, one as a general office clerk, one as a welder and one as a bucker. There have been four persons trained this year under OJT. In January 1970 special funding was received under MDTA for the Texas E & D Project that set up ABE classes for designated migrant families. This class recessed on May 15, 1970 and will resume in the latter part of September. A total of 21 persons received training under this program.

Training for class size groups is not anticipated here in the near future. We have found that by tailoring the training to the individual needs the trainee has a higher capability of job performance. His acceptance and retention by employers experiences a higher success ratio.

WIN-WORK INCENTIVE PROGRAM

Since the inception of the WIN Program in July 1969, the Ontario Office has enrolled 123 persons. Training has been afforded the major portion of these individuals and has included basic education, general education development, vocational as well as skill training. Training has been provided in cosmetology, welding, secretarial science and other fields. On-the-job training for some individuals will lead to permanent employment following the training period. Some enrollees were considered job ready when they entered the program and were placed a short time afterward. Well over fifty percent of the individuals in the program in Malheur County area are Mexican-Americans. Since the area is primarily agricultural, it attracts a number of seasonal migrant workers and many of these persons are of Spanish descent.

Table A. Labor Force Summary

Item	Mar. 1970	Oct. 1969	Mar. 1969	Percent change to current month from Oct. 1969	Percent change to current month from Mar. 1969
I	II	III	IV	V	VI
1. Labor force (civilian) - total	16,360	18,260	17,060	-10.4	- 4.1
2. Unemployment	770	620	770	+24.2	0.0
A. Percent of total labor force (civilian)	4.7	3.4	4.5	xxx	xxx
3. Employment - total	15,590	17,640	16,290	-11.6	- 4.3
A. Nonagricultural wage and salary workers (except domestics)	9,370	9,870	9,940	- 5.1	- 5.7
(1) Manufacturing - total	2,150	2,500	2,740	-14.0	-21.5
Food	1,810	2,200	2,300	-17.7	-21.3
Forest Products	80	60	190	+33.3	-57.9
Other Manufacturing	260	230	250	+13.0	+ 4.0
(2) Nonmanufacturing - total	7,220	7,370	7,200	- 2.0	+ 0.3
Construction	240	340	250	-29.4	- 4.0
Trans. -Comm. -Pub. Util.	610	590	610	+ 3.4	0.0
Trade	2,390	2,500	2,380	- 4.4	+ 0.4
Finance, Ins. & Real Estate	310	320	310	- 3.1	0.0
Service & Miscellaneous	1,420	1,330	1,420	+67.7	0.0
Government	2,250	2,290	2,230	- 1.7	+ 0.9
B. All other nonagricultural employment	1,840	1,890	1,950	- 2.6	- 5.6
C. Agriculture	4,380	5,880	4,400	-25.5	- 0.5
4. Persons involved in labor-management disputes	0	0	0	0.0	0.0
5. All UI covered employment					

Table B

Selected Data on Unemployment Insurance Claims and Job Applications

Item	Mar. 1970	Oct. 1969	Percent change to current month from Oct. 1969
I	II	III	IV
1. Insured unemployment - total	413	246	+ 67.9
(a) Insured unemployment, UI	371	244	+ 52.0
(1) Percent of insured employed	5.3	3.3	xxx
(b) Insured unemployment,. UCFE, no UI	26	2	+120.0
(c) Insured unemployment, UCV only	0	0	xxx
(d) Insured unemployment, UCX only	16	1	+150.0
2. Initial claims - total	48	43	+ 2.3
(a) UI	47	43	+ 9.3
3. Benefit exhaustions during month, excluding UCV	30	8	+275.0
4. Active applications on file, by occupation - end of month - total	INA	INA	INA
Professional, Technical, and Managerial			
Clerical and Sales			
Service			
Farming, Fishing, Forestry, and Related			
Processing			
Machine Trades			
Bench Work			
Structural Work			
Miscellaneous			
5. Extended insured unemployment	0	0	0.0
6. Extended benefit exhaustions during month	0	0	0.0

Table C. Past, Current, and Anticipated Employment in Nonagricultural Reporting Establishments, by Industry and Major Establishment

Industry and Major Establishment (with industry code)		Number of establishments	Employment Mar. 1970	Net employment change to current month from Oct. 1969	Net employment change to current month from Mar. 1969	Net change expected in required employment from current month to 2nd month hence	Net change expected in required employment from current month to 4th month hence
I		II	III	IV	V	VI	VII
Total All Reporting Establishments Listed		22	2,070	-885	-503	-250	-852
Manufacturing - Total	(19-39)	3	1,383	-832	-548	-235	-843
Non-manufacturing - Total		19	687	- 53	+ 45	- 15	- 9

RECEIVED
JUL 8 - 1970
FOR FILING

FAH-3(20)
7621

July 7, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: 08-35.1/710.15
F.Y. 1970 Public Lands Funds
Project PLH-3(20)
Burns Jct.-Blue Mtn. Pass Section
I.O.N. Highway
Malheur County

We hereby request that the public Lands Funds for fiscal year 1970 allocated in the amount of $700,000 to Oregon for the improvement of US95 (I.O.N. Highway) be made available for obligation on the subject project.

These Public Lands Funds were allocated to the State December 18, 1969, with the stipulation these monies were not available for obligation at that time, and to date the State has not received authorization to obligate said funds.

We are making this request for obligation authority in the interest of the public as Malheur County is suffering an economic crisis which has been brought about by actions designed to halt or reduce the inflationary trend (such as increased interest rates on monies for building, et cetera) and curtailment of direct Federal construction spending (such as Bureau of Public Lands road construction and land development). The preliminary 1970 population census for Malheur County has indicated Malheur County has lost population from the 1968 estimate prepared by the Center for Population Research and Census, Portland State College,

July 1, 1968 (1968 - 24,750 and 1970 - 23,012*). (*From Program Planning Division of the State Executive Department) The 1968 statistics show Malheur County's unemployed labor as 5.1 percent of the available (county) labor force, compared with State 4.4 percent, and all indications are that this unemployment has not decreased as of this date.

The Portland State Center for Population Research estimates that approximately 56 percent of the 1969 population of Malheur County lived in rural areas. In view of this fact and in view of the condition in the preceding paragraph, we feel that authority to obligate (award a construction contract) the Public Lands Funds for construction on the I.O.N. Highway in the southern portion of Malheur County would be a great boost to the county's economy and at the same time reduce the unemployment, thus benefiting the local population.

We would greatly appreciate it if this matter could be expedited in order that the remaining construction season can be used to its fullest advantage both for road construction and economic relief for Malheur County.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
V. D. Wolfe
D. J. Barbee
H. S. Cox
R. N. Chase
J. F. Putnam

RNC:ia sr

From Policy Planning + Evaluation
Room 5
Research + Analysis Section
Mrs M. L. Kane.
7/3/70 RLK

Population — Malheur County

U.S. Census - Pop

	1920	1930	1940	1950	1960	1970 P
Malheur:	10,907	11,269	19,767	23,223	22,764	23,012

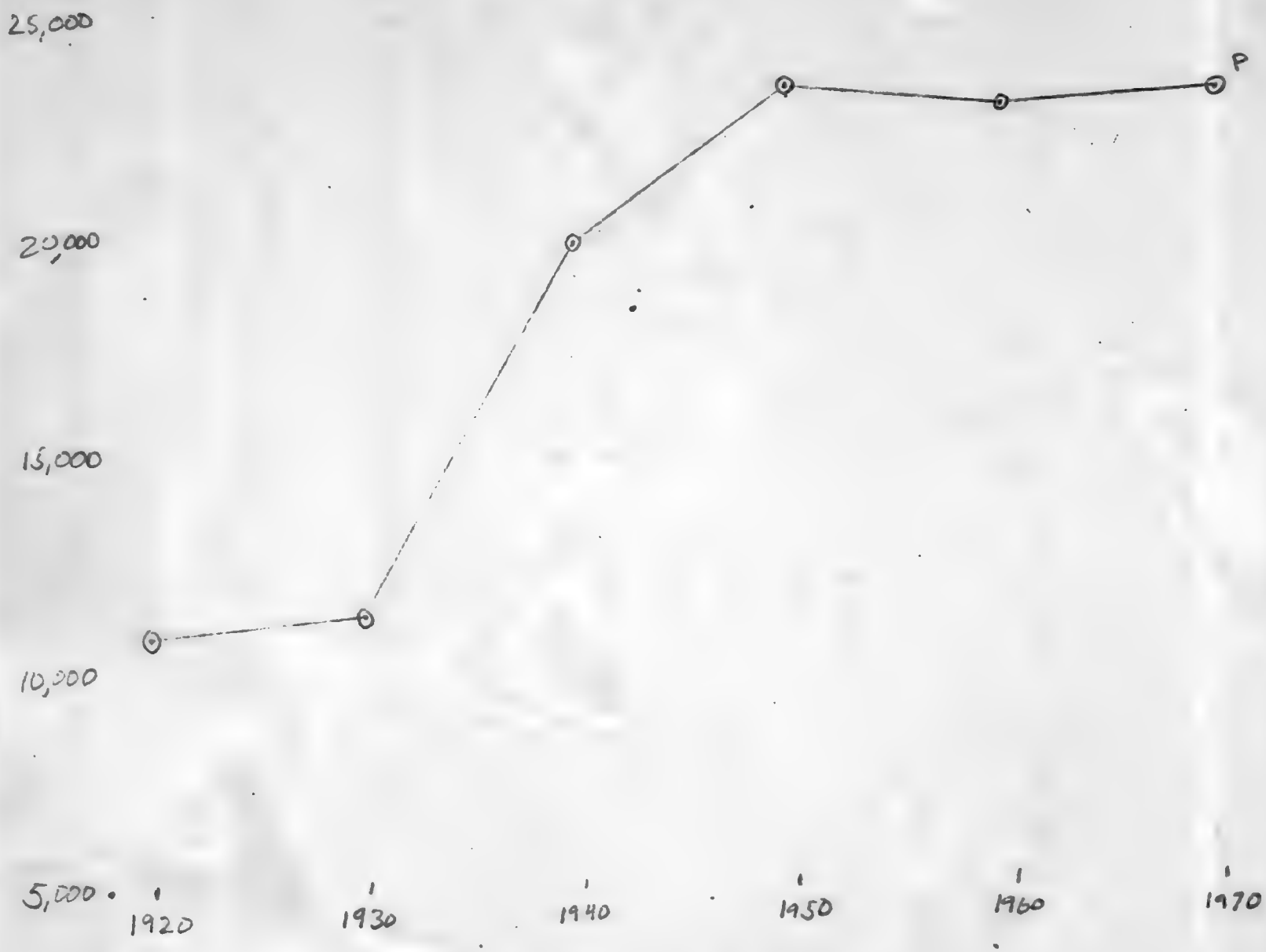
P Preliminary figures

Average annual population increase

	Malheur	Oregon
1920 - 30	+ 0.3 %	+ 21.7 %
1930 - 40	+ 5.8 %	+ 14.3 %
1940 - 50	+ 1.6 %	+ 39.6 %
1950 - 60	- 0.2 %	+ 16.2 %
1960 - 70 P	+ 0.1 %	+ 16.0 %

Portland State Center for population research estimates that of the 1969 population, 44 % lived in urban areas. This percentage is relatively low considering Harney County (directly west of Malheur) has 71 % of its population in urban areas.

Population – Malheur County 1920–70



P – 1970 figures are preliminary

Employment – Malheur County

Employment and unemployment 62-68 *

	Total Employment	% change	Unemployed % Malheur	Unemployed % Oregon
1962	17,050	—	6.5	5.5
1963	17,020	(– 0.2)	6.6	5.1
1964	17,010	(– 0.1)	6.0	5.0
1965	17,450	2.6	4.7	4.6
1966	17,660	1.2	4.3	4.2
1967	17,230	(– 2.4)	4.2	4.8
1968	16,990	(– 1.4)	5.1	4.4

* figures include Payette & Wash. Counties, Idaho.

Major employers in the area include ORE-IDA FOODS INC. employing 3,000 and AMALGAMATED SUGAR CO employing. 425.

% chg in Total Employment
1962 – 1968

Malheur	Oregon
– 0.4 %	+ 21.3 %

Employment - Malheur County

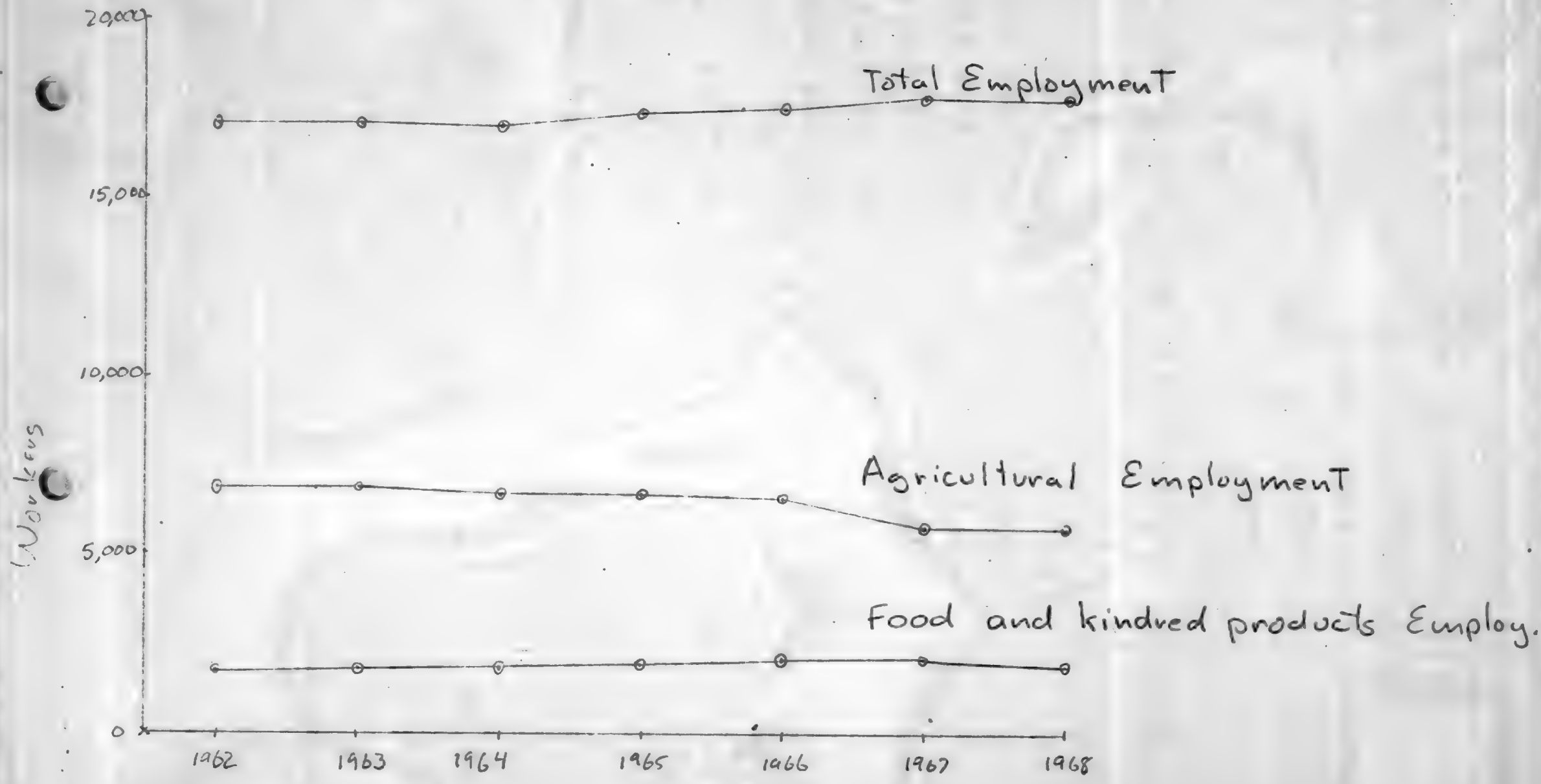
Employment by Type - 1968*

	Total	% of total	
		Malheur	Oregon
Total employment	16,990	—	—
Agricultural	5,730	33.7	6.8
Self-employed	1,840	10.8	12.8
Manufacturing	2,350	13.8	20.5
Food Products	1,940	11.4	2.8
Lumber + Wood	200	1.2	8.5
Non manufacturing	7,070	41.6	59.8
Contract Construct.	310	1.8	3.7
Transp. - Comm. - Utilities	650	3.8	5.8
Wholesale + Retail trade	2,430	14.3	18.0
Services + Misc.	1,350	8.0	12.1
Government	2,020	11.9	16.1

* figures include Payette + Wash. Counties, Idaho.

Agriculture and Food Products manufacturing make up the employment base of the county.

Employment 62 – 68



Agriculture — Malheur

Hay, field crops and vegetables are produced in the irrigated areas and the remaining area is range land. The county ranks high on a national level in terms of value of farm products sold. The cattle industry in Malheur county is largen than in other county in Oregon.

Value of All Farm Products Sold - Census Years

	$	% change
1944	15, 409, 934	
1949	21, 429, 411	+ 39.1
1954	25, 907, 764	+ 20.9
1959	34, 321, 586	+ 32.5
1964	37, 440, 196	+ 9.1

Number and Average Size of Farms - Census Years

	No.	Ave. Size
1945	2,560	402.3
1950	2,430	502.7
1954	2,446	576.0
1959	1,993	764.3
1964	1,737	910.1

Manufacturing Malheur County

According The 1963 Census of Manufactures Malheur County had 30 manufacturing establishments with only 5 employing over 20 persons. Value Added figures are not available past 1958 because figures would be those for individual companies. The 1958 Value added by Manufacturing was $8,610,000.

Payrolls of Covered manufacturing employment in Malheur county toted $1,503,760 for the 2nd quarter 1969. 85.8% of these payrolls were derived within the Food and kindred products industry 4.7 % were from the lumber and wood products industry, 4.3 % were from the Stone, clay and glass products industry and 2.4 % were from the printing and publishing industries.

Retail Trade - Malheur County

	$	1958-67 % chg. Malheur	1958-67 % chg. Oregon
1939	5,168,000		
1948	23,549,000		
1954	27,541,000	+44.5%	+156.6%
1958	29,444,000		
1963	36,490,000		
1967	42,556,000		

% chg 1958-63 : "

Wholesale Trade

	$	1958-67 % chg. Malheur	1958-67 % chg. Oregon
1939	3,045,000		
1948	20,171,000		
1954	22,604,000	0	+86.5%
1958	41,101,000		
1963	30,273,000		
1967	41,787,000		

Selected Services

	$	1958-67 % chg. Malheur	1958-67 % chg. Oregon
1939	240,000		
1948	1,589,000		
1954	2,135,000	+54.6%	+81.5%
1958	3,061,000		
1963	3,158,000		
1967	4,733,000		

Personal Income ($ Millions)

	Malheur	Oregon
1962	$52,169	$4,313
1966	$67,550	$5,793
% Change	+29.5 %	+34.3 %

Per Capita Personal Income

1966

Malheur	Oregon
$ 2,625	$ 2,947

T-5028(1) Mission St. @ 25th St. (Salem) (Gr. & Pav.) 1971 #2

7622

CyA 4157
2-16-71

11-20-74

	Cont.#	Prefix	Description	F.A. Funds	Date
...F-156(19)	7343	3-1008	Aldec Cr.-Wildwood Section	2,390,526.37	11-13-74
...157(13)	7739	15-1053	5th St.-Oak St. (Phoenix) Section	110,807.61	11-13-74
...222(7)	7492	2-1074	Gellatly Summit Section	739,060.72	11-13-74
HS-S-130(4)	7817	511-1074 6r1	Scotts Coogan Cr. (Buckaloo Rd) Bridge	20,409.11	11-13-74
HS-RS-264(6)	7884	103-1025	Clear Creek Bridge Section	81,503.58	11-13-74
...437(2)	7817	511-1074 6r2	Juniper Canyon Cr. (Olex) Bridge	17,534.41	11-13-74
...587(2)	7630	531-1073	Grande Ronde River Bridge Section	90,096.91	11-13-74
...80N-2(34)35	6976	626-1079 611-1073 6r1	Bonneville-Hood River Co. Line Section	5,323,704.62	11-13-74
IS-I-80N-4(24)134	7818	611-1072 6r1	Arlington Section	46,248.17	11-13-74
...80N-6(22)256	P.E.	631-1984	La Grande Bypass Section	331,992.52	11-13-74
IS-I-80N-6(55)256	7818	611-1072 6r2	La Grande Section	14,920.94	11-13-74
...80N-7(15)320	6729	601-1058	Ontario-Bubbs Ranch Section	3,867,349.28	11-13-74
...80N-7(36)330	7622	601-1075	Nelson Point-Lime Section	492,011.09	11-13-74
IS-I-80N-7(38)345	7818	611-1072 6r3	Lime Section	23,858.04	11-13-74
...5005(2)	7558	9-0602	S. 3rd St. & Wilson Ave. (Bend)	10,462.30	11-13-74
HS-T-5025(15)	7674	3-0607	Cascade Hwy @ Pearl St. & Warner Milne Rd.	19,493.93	11-13-74
...5028(1)	7622	24-0602	Mission St. S.E. @ 25th St. S.E. (Salem)	261,855.08	11-13-74

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(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O.T. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5028(1)

VOUCHER PERIOD: FROM 1-23-71 TO 10-25-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$412,195.42	$411,786.49	63.59%	$261,855.03	$261,855.03	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog, Fiscal Officer, ORDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mission Street S.E. at 25th Street S.E. (Salem)					
	Marion County					
	Preliminary Engineering					
	Type Code P.L.			All Required	$ 2,536.88	
	Preliminary Engineering		Total Preliminary Engineering Cost		$ 2,536.88	
	Construction					
	Type Code 6201					
	Grading and Paving (Sta. 32+50 to Sta. 48+50)(Contr. #7622)			Lump Sum	$347,920.55	
	Final Contract Payment Summary			All Required	29,363.93	
SFO #1	Work by City of Salem			All Required	147.96	
SFO #2	Temporary Signing		Total Construction Cost		$377,432.44	
	Construction Engineering			All Required	$ 31,494.00	
	State		Total Construction Engineering Cost		$ 31,494.00	
	Miscellaneous Project Cost			All Required	$ 323.09	
	Utility Audit Expense		Total Participating Cost		$411,786.49	
	Nonparticipating Items			All Required	$ 408.93	
	Construction Engineering		Total Nonparticipating Cost		408.93	
				Total Cost	$412,195.42	

AMOUNT CARRIED FORWARD.....

GPO 914-021

HA (6-71)

Summary of Completed Federal Aid Work

Mission St. S.E. at 25th St. S.E. (Salem)

T-5028(1)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	N.A.	$ 2,536.88	$ 1,613.20	———
Grading & Paving (Sta. 32+50 to Sta. 48+50)	6201	66 Ft.	409,658.54	260,241.83	0.303 Mile
		TOTAL	$412,195.42	$261,855.03	0.303 Mile

Form A-65—(Rev. 1-70)

Invoice for Service Rendered or Goods Furnished
OREGON STATE HIGHWAY DIVISION
by
City of Salem
ASSIGNED TO:
Administrater of Highways
Oregon State Highway Division
State Highway Building
Salem, OR 97310

This Space for Use of Accounting

Date February 7, 1974

Invoice No. .....

P.O. No. .....

Costs incurred by the City of Salem on TOPICS Project T-5028 (1).

Settlement of the City's share of total project cost was made previously by a refund of advance deposit on billing request CA 231, OSHD Invoice #113503 of 1/23/74.

This transaction is necessary only to enter the City's costs on our records so that we may bill FHWA this additional amount.

Amount of this claim: $29,363.93

Charge: 24-0602-235-01 P

jc

APPROVED
Date
Contract Acctg. Supv.

Form A-304--1M--9-54

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Twenty-nine thousand three hundred sixty-three and 93/100 ($29,363.93) Dollars, to us paid, we hereby sell, assign and transfer the within claim for satisfaction of the balance of our share of the total project cost of TOPICS Project T-5028 (1), Mission & 25th Street S.E.

to Administrator of Highways, Oregon State Highway Division and authorize and empower said State Agency to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 7 day of February, 1974

Executed in the presence of us as witnesses:

Darrell E. Currier

Evelyn M. Grey

City of Salem, Oregon

by Richard F. Christy

State Printing 76306

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*82423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Salem
City Hall
Salem, OR 97301
Attention of: B. T. VanDormer
Director of Public Works

Request No. (assigned by staff engineer or head of division): CA - 231

Date: January 21, 1974

Payer's Order No. (if any):

Department Order No. (if any): (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final transfer of advance deposit for construction of the Mission Street and 25th Street S. E. Section Topics Project in the City of Salem. Contract No. 7622. Covered by agreement dated 2/17/71.

RECEIVED
COUNTY & CITY SECTION
FEB 1 - 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit	$52,400.00	
		Previously transferred on CC - 1273, 9/10/71	40,000.00	$12,400.00
		Balance of deposit		5,950.49
		Transfer to Highway Fund		$6,449.51
		NET REFUND DUE TO THE CITY OF SALEM		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 40,000.00

Give the number of the last previous request in connection with this same service. CC - 1273

Credit distribution:

24-0602-299

Submitted by: Jim Carter

Approved: R. J. Hacek
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Approved by

CITY OF SALEM
MISSION + 25TH S.E. TOPICS PROJECT
T-5028(1)
AUDIT SUMMARY

CONTRACT 7622
PREFIX 24-0602

ADJUSTED BILLING FOR CITY COSTS (1)

TRAFFIC SIGNAL INSTALLATION:

LABOR	238043		
LABOR BURDEN	56559	294602	
MATERIALS		1531615	
EQUIPMENT RENTAL		66455	
ADVERTISING		643	1893315

IMPROVEMENT:

ENGINEERING LABOR (2)	1023538		
LABORATORY TEST	16500	1040038	
ADVERTISING		6287	1046325
SUB-TOTAL			2939630
DISALLOWED - CREDIT MEMO FROM OLSON ELECTRIC, INCL. IN WARRANT #70709			<327>
NET ELIGIBLE CITY COSTS			2936303

CITY'S SHARE OF TOTAL PROJECT COSTS

CITY COSTS <PER ABOVE>	2936303
STATE COSTS <PARTICIPATING ONLY>	8270965
TOTAL PARTICIPATING PROJECT COSTS	11145553
LESS FEDERAL SHARE @ 63.59%	<7090644>
LESS STATE SHARE <1/2 OF REMAINDER>	<7490454>
CITY SHARE OF FEDERAL-PARTICIPATING PROJECT COSTS	7490454
ADD NON-PARTICIPATING COSTS INCURRED BY STATE	40893
TOTAL CITY SHARE	753144

AMOUNT OF DEPOSIT TO BE REFUNDED TO CITY

ORIGINAL DEPOSIT PAID TO STATE	5240000	
ADD ELIGIBLE CITY COSTS	2936303	8176303
DEDUCT CITY'S SHARE OF TOTAL PROJECT COSTS		<753144>
REFUND DUE CITY		6449159

IMPROVEMENT:			
ENGINEERING LABOR (2)	1023538		
LABORATORY TEST	16500	1040038	
ADVERTISING		6287	1046325
SUB-TOTAL			2939630
DISALLOWED - CREDIT MEMO FROM OLSON ELECTRIC, INCL. IN WARRANT #70709			<2757>
NET ELIGIBLE CITY COSTS			2936873

CITY'S SHARE OF TOTAL PROJECT COSTS		
CITY COSTS (PER ABOVE)		2936873
STATE COSTS (PARTICIPATING ONLY)		8274165
TOTAL PARTICIPATING PROJECT COSTS		11211038
LESS FEDERAL SHARE @ 63.59%		<7126460>
LESS STATE SHARE (1/2 OF REMAINDER)		<2042289>
CITY SHARE OF FEDERAL-PARTICIPATING PROJECT COSTS		2042289
ADD NON-PARTICIPATING COSTS INCURRED BY STATE		40893
TOTAL CITY SHARE		2083182

AMOUNT OF DEPOSIT TO BE REFUNDED TO CITY		
ORIGINAL DEPOSIT PAID TO STATE	52400.00	
ADD ELIGIBLE CITY COSTS	2936873	8176873
DEDUCT CITY'S SHARE OF TOTAL PROJECT COSTS		<2083182>
REFUND DUE CITY		6093691

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(1) EXCLUDES $52,400 DEPOSIT AND $8,179.63 OVERHEAD
(2) INCLUDING OVERHEAD

1/18/74

TOPICS PROJECT F-5028(1)
MISSION STREET @ 25TH STREET
CITY OF SALEM

COST ESTIMATE AS OF 12-4-73

PAYMENTS TO CONTRACTOR	$348,000
TRAFFIC SIGNAL INSTALLATION BY CITY	17,000
PRELIMINARY ENGINEERING BY CITY	11,000
PRELIMINARY ENGINEERING BY STATE	4,000
CONSTRUCTION ENGINEERING BY STATE	29,000
MISCELLANEOUS COSTS	4,000
ESTIMATED TOTAL PROJECT COST	$415,000

ESTIMATED FEDERAL SHARE	$263,000
ESTIMATED STATE SHARE	76,000
ESTIMATED CITY SHARE	76,000
CITY'S ADVANCE DEPOSIT	$ 52,400
ESTIMATED BALANCE DUE FROM CITY	$ 23,600

by R. H. Bladon

FORM E 90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE October 10, 1973

TO H. S. Cox
County-City Engineer

FROM L. E. George
Traffic Engineer

SUBJECT TOPICS Project T-5028(1)
Mission Street at 25th Street
Salem

We have reviewed the attached TOPICS project evaluation submitted by the city of Salem. An accident study of one years' duration "Before" and "After" the improvement would have provided a more significant picture of the improved safety of the intersection; however, the report appears to be complete and in conformance to the standards set forth by the Federal Highway Administration in PPM.21-18.

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LG:du

Attachments

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

September 26, 1973

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COUNTY & CITY SECTION
SEP 27 1973
ENGR. COOR. GE AE UE
UPE CE RE RPE

Mr. H. C. Cox, County/City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Subject: TOPICS/Mission Street & 25th Street
Salem, Oregon

Attention: Mr. Richard Bladorn
Urban Programs Engineer

Dear Mr. Cox:

In compliance with Federal Highway Administration PPM 21-18, we submit herein a project evaluation of the recently completed TOPICS Project for widening and signalization of the intersection of Mission Street and 25th Street.

In summary, the project has made substantial improvement to the flow of traffic through this intersection. Capacity is increased, time travel has been reduced in both principal directions, and delays have been virtually eliminated. Accidents and accident rates have been reduced evidencing an acceptable safety level.

Essentially the project consisted of widening, channelization, installation of 5-phase signalization, and tiling of a ditch on the north side which created a hazard to traffic and pedestrians.

Prior to this project, the intersection of Mission Street and 25th Street, S.E. was dangerous, congested and time consuming. Mission Street was a 24 foot AC pavement carrying 18,380 vehicles per day. Left turn movements through this intersection were 3,420. An existing open ditch in the north ROW within a few feet of the pavement edge created a hazard. The predominant cause of delay and congestion was 12% of westbound traffic on Mission turning left to southbound on 25th Street and 19% of total traffic turning left. The signal control was a fully actuated 2-phase without provision for left-turn movements. A timed delay of 12 minutes, 40 seconds was experienced on October 12, 1970 inbound between the termini used as standards for time travel. Eight accidents occurred between 7-20-70 and 12-20-70.

The widening and improvement of this intersection was completed and opened to traffic on 7-20-72, at a cost of approximately $412,000. The pavement was widened to 66 feet at the intersection with four lanes and separate turning lanes. The hazardous ditch has been eliminated by enclosure in 66" concrete conduit. Traffic flow is now controlled with a 5-phase signal. Flow has been increased to 20499 up 11%. The predominant left turn movement has jumped from 2130 to 3584 up 68%. Total left turns are up 31%. A comparative time delay experienced on 8-9-73, was 10 minutes, 33 seconds, a reduction of 2 minutes, 07 seconds. However, in the congestion area, Turner Road thru the 25th Street intersection to 22nd Street, a reduction of 3 minutes even was effected. Two accidents have occurred in a comparative 5 month period immediately following opening 7-20-72, which represents a 75% reduction.

Supporting data submitted herewith is intended to clearly show the comparison of the condition as it existed prior to the improvement and subsequent to completion on July 20, 1972. The exhibits are marked as follows:

a. One print of OSHD 24-hour Vehicular Volume and Summary of Traffic Count, dated September 9, 1970, prior to project and showing 18,380 total vehicles.

b. One print each of similar counts dated November 7, 8, 1972, subsequent to project and showing 20,499 vehicles, an increase of 2,119.

c. Collision diagram sheet showing all accidents for the years 1969, 1970, 1971 and 1972, prior to completion of this improvement 7-20-72.

d. Collision diagram sheet showing all accidents subsequent to project completion 7-20-72, up to 7-1-73.

e. Collision accident sheets for 5 months prior to completion and 5 months subsequent to completion, as "Before" and "After" covering equal time periods.

f. Time travel sheets showing comparative times between established points before and after the improvement. The termini were selected as being representative destination inbound and unrestricted outbound. Morning and evening timings are included.

    1. Inbound in the morning peak traffic on 10-6-70 and outbound in the evening peak traffic on 10-12-70 showing a differential of 4 minutes, 42 seconds.

    2. Similar inbound 8-9-73 and outbound 9-26-73 showing a differential of 1 minute, 12 seconds.

    3. Comparison of the above inbound runs 10-6-70 and 8-9-73 showing an overall improvement of 2 minutes, 7 seconds and 3 minutes thru the intersection.

Comparison of these indicators provides a satisfactory conclusion as to the effectiveness of this particular project. It would also indicate that problem intersections of a similar nature can successfully be redesigned and reconstructed to develop satisfactory control of turning movements.

It is the opinion of this office that the success of this project amply justifies the program of Traffic Operations to Improve Safety and Capacity, "TOPICS".

Very truly yours,

S. DOUGLAS VAN DYKE
Traffic Engineer

By: J. F. FITZPATRICK
Traffic Programs Manager

JFF:SDV:sk1

Attachments

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
TRAFFIC DIVISION

Intersection of MISSION
and 25TH
Classification ALL VEHICLES

Date SEPT. 9, 1970
Day of Week WEDNESDAY
Actual Count (Sen) 12 HRS
Hours Counted 7AM - 7PM
Pedestrian Count SAME HRS
Hours Counted
Weather CLEAR

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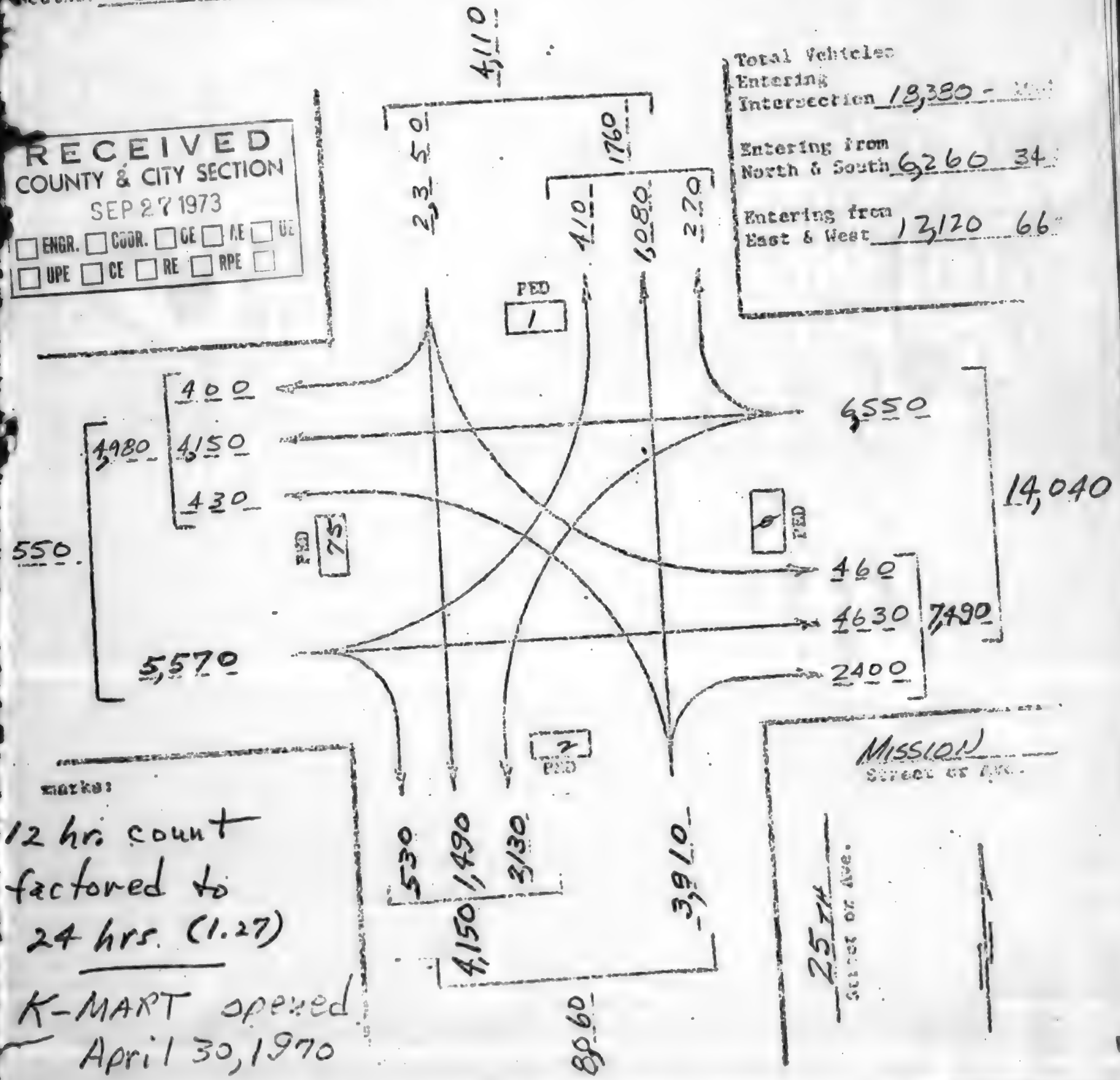
Total Vehicles Entering Intersection 18,380 - [illegible]

Entering from North & South 6260 34

Entering from East & West 12120 66



Marks:

12 hr. count factored to 24 hrs. (1.27)

K-MART opened April 30, 1970

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☐ UPE ☐ CE ☐ RE ☐ RPE

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Sept 9 1970
Day of week WEDNESDAY
Hours counted 7 AM - 7 PM
Weather CLEAR
Classification ALL VEHICLES
Intersection MISSION & 25
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PED
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North
A.M.	6:00- 7:00																						
	7:00- 8:00	27	19	92	15	164	77	227	252	262	261	14	14	1334	590	59	1911	61	1227	553	791	353	1
	8:00- 9:00	21	19	22	16	25	72	234	225	124	167	27	14	1083	253	23	715	67	118	130	225	250	
	9:00-10:00	30	12	18	16	60	45	134	127	76	118	32	15	885	237	27	516	68	108	224	222	181	
	10:00-11:00	30	15	13	29	64	47	251	231	115	104	32	28	959	348	36	621	64	107	339	279	181	
	11:00-12:00	26	27	25	25	68	27	247	260	107	133	29	27	1075	256	23	311	32	113	403	315	237	
	12:00- 1:00	12	7	25	22	105	73	239	284	165	144	51	32	1176	315	27	791	67	195	411	220	350	
	1:00- 2:00	13	19	24	28	74	71	279	291	121	115	60	40	1127	301	27	550	49	131	421	351	224	
	2:00- 3:00	22	13	26	36	73	70	209	215	141	118	55	42	1220	327	30	456	30	141	410	226	286	
	3:00- 4:00	21	19	24	25	20	57	277	405	142	190	27	27	1257	273	24	101	21	197	492	467	201	
	4:00- 5:00	21	16	27	30	122	91	209	121	161	221	26	37	1531	515	37	158	43	216	981	177	357	
	5:00- 6:00	22	12	29	31	154	72	160	468	196	214	24	34	1381	520	53	111	62	165	418	573	225	
P.M.	6:00- 7:00	20	17	21	27	21	50	220	248	161	150	21	13	1089	265	33	721	67	122	413	306	243	
	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
A.M.	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .																							
12-Hour total .			21			1172	592	2209	2412	1396	421	340	1220	12,120	1226	21	2571	66	1263	5155	4891	3015	1
1-Hour total .			2							250		520	130	1,200		21	1123						

Control . . .
Factor 1.27

25TH ST. St. is North and South
MISSION ST. St. is East and West

Tabulated by SP
Computed by Ed
Checked by
Checked by

RECEIVED
COUNTY & CITY SECTION
SEP 27 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UT
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Intersection MISSION & 25TH STS.

Code number

Classification ALL VEHICLES

...T. 9 1970
...WEDNESDAY
...M. - 2 PM
...CLEAR

SUMMARY BY MOVEMENTS

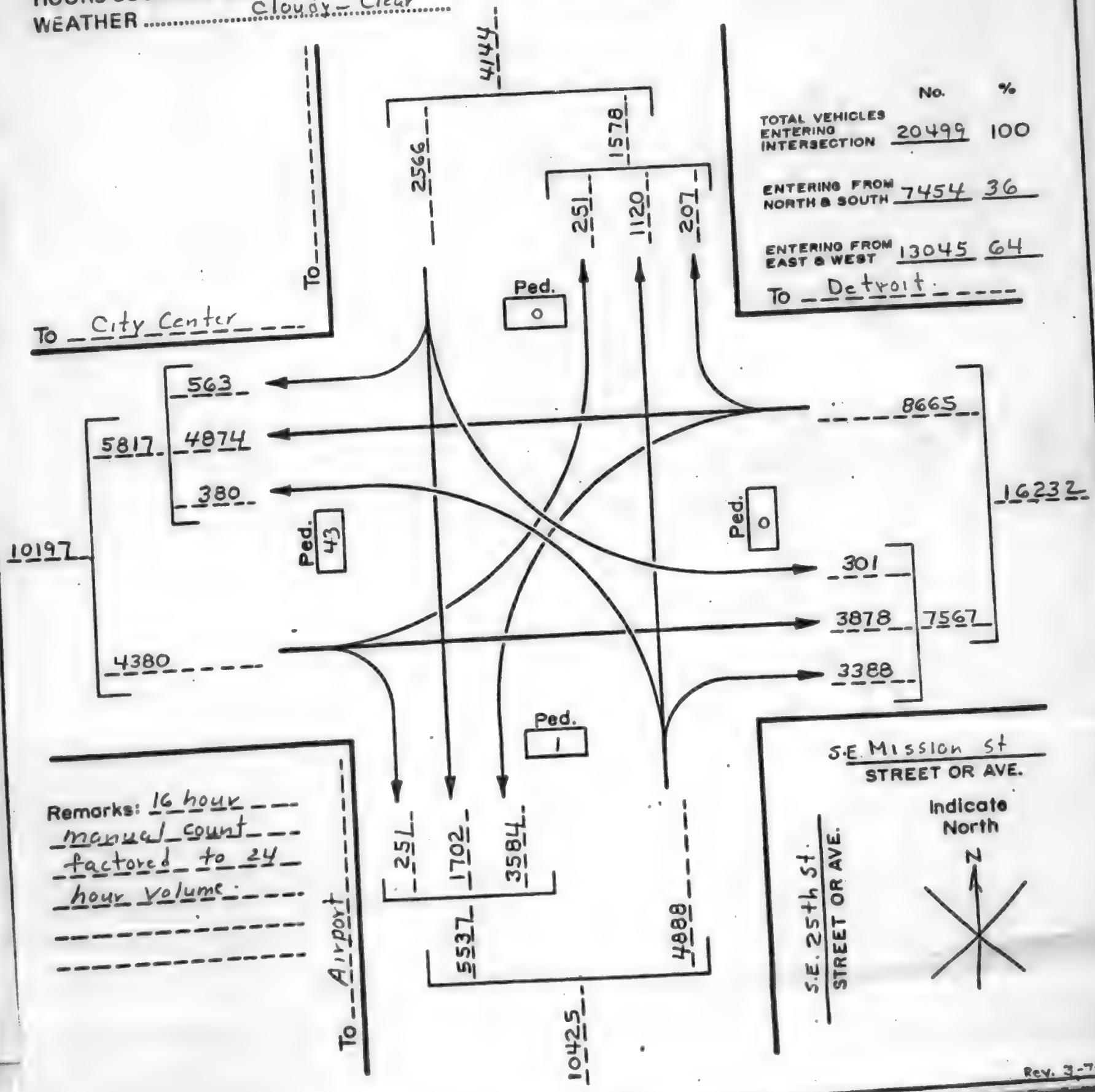
	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
	15	14	71	227	345	202	200	21	14	1284	590	39	811	61
	15	15	72	231	345	124	167	27	14	1083	258	33	715	67
	16	15	72	231	345	124	167	27	14	1083	258	33	715	67
	16	15	72	231	345	124	167	27	14	1083	258	33	715	67
	16	60	15	34	124	76	118	32	15	885	289	32	516	68
	16	60	15	34	124	76	118	32	15	885	289	32	516	68
	16	60	15	34	124	76	118	32	15	885	289	32	516	68
	16	60	15	34	124	76	118	32	15	885	289	32	516	68
	29	64	27	231	231	115	104	32	28	957	326	33	631	67
	29	64	27	231	231	115	104	32	28	957	326	33	631	67
	29	64	27	231	231	115	104	32	28	957	326	33	631	67
	29	64	27	231	231	115	104	32	28	957	326	33	631	67
	29	64	27	231	231	107	133	29	27	1075	315	33	761	67
	29	64	27	231	231	107	133	29	27	1075	315	33	761	67
	29	64	27	231	231	107	133	29	27	1075	315	33	761	67
	29	64	27	231	231	107	133	29	27	1075	315	33	761	67
	29	63	27	227	240	107	133	29	27	1126	315	33	761	67
	29	63	27	227	240	107	133	29	27	1126	315	33	761	67
	29	63	27	227	240	107	133	29	27	1126	315	33	761	67
	29	63	27	227	240	107	133	29	27	1126	315	33	761	67
	29	63	27	227	240	165	144	51	32	1176	321	31	850	69
	29	63	27	227	240	165	144	51	32	1176	321	31	850	69
	29	63	27	227	240	165	144	51	32	1176	321	31	850	69
	29	63	27	227	240	165	144	51	32	1176	321	31	850	69
	29	105	73	339	284	165	144	115	60	1137	377	30	855	70
	29	105	73	339	284	165	144	115	60	1137	377	30	855	70
	29	105	73	339	284	165	144	115	60	1137	377	30	855	70
	29	105	73	339	284	165	144	115	60	1137	377	30	855	70
	25	14	71	223	371	121	115	55	49	1299	275	21	1024	79
	25	14	71	223	371	121	115	55	49	1299	275	21	1024	79
	25	14	71	223	371	121	115	55	49	1299	275	21	1024	79
	25	14	71	223	371	121	115	55	49	1299	275	21	1024	79
	36	13	70	203	315	144	118	55	49	1257	275	21	982	79
	36	13	70	203	315	144	118	55	49	1257	275	21	982	79
	36	13	70	203	315	144	118	55	49	1257	275	21	982	79
	36	13	70	203	315	144	118	55	49	1257	275	21	982	79
	25	20	72	227	405	144	140	27	27	1531	275	17	1256	83
	25	20	72	227	405	144	140	27	27	1531	275	17	1256	83
	25	20	72	227	405	144	140	27	27	1531	275	17	1256	83
	25	20	72	227	405	144	140	27	27	1531	275	17	1256	83
	30	19	71	229	421	196	117	34	34	1531	320	21	1211	79
	30	19	71	229	421	196	117	34	34	1531	320	21	1211	79
	30	19	71	229	421	196	117	34	34	1531	320	21	1211	79
	30	19	71	229	421	196	117	34	34	1531	320	21	1211	79
	31	154	72	160	468	196	117	34	13	1059	325	33	734	67
	31	154	72	160	468	196	117	34	13	1059	325	33	734	67
	31	154	72	160	468	196	117	34	13	1059	325	33	734	67
	31	154	72	160	468	196	117	34	13	1059	325	33	734	67
	27	31	10	280	258	161	150	21	13					
	27	31	10	280	258	161	150	21	13					
	27	31	10	280	258	161	150	21	13					
	27	31	10	280	258	161	150	21	13					

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 7,8, 1972
DAY OF WEEK Tue.-Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER Cloudy - Clear

CITY OR COUNTY Salem
INTERSECTION OF S.E. 25th St.
& S.E. Mission St.
MILE POST
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	20499	100
ENTERING FROM NORTH & SOUTH	7454	36
ENTERING FROM EAST & WEST	13045	64

To Detroit

Remarks: 16 hour manual count factored to 24 hour volume

S.E. Mission St
STREET OR AVE.

S.E. 25th St.
STREET OR AVE.

Indicate North

Rev. 3-70

Rev 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date November 7 & 1972
Day of week Tuesday Wednesday
Hours counted 6AM to 10PM
Weather cloudy clear

Classification All Vehicles

City or County Sa le
Intersection SE 25th st
& SE Mission
Mile Post
Classification

TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LE			
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	So
6:00- 7:00	14	10	22	4	45	30	142	74	71	66	13	3	494	180	36	314	64	81	223	91	9
7:00-7:15	-	2	8	3	23	14	68	48	57	48	8	3	286	100	35	186	65	35	127	59	6
7:15-7:30	-	2	8	-	38	12	73	38	61	54	2	1	293	117	40	176	60	50	136	40	1
7:30-7:45	12	4	15	1	53	40	149	78	85	107	2	3	549	220	42	319	58	80	238	81	1
7:45 - 8:00	9	4	16	1	51	11	116	44	97	92	3	5	449	184	41	265	59	76	217	48	1
8:00- 9:00	15	9	37	3	73	51	317	198	175	193	6	20	1097	359	35	708	65	125	501	207	3
8:00-10:00	13	4	30	17	71	55	297	163	152	157	9	27	995	353	35	642	65	114	453	189	2
10:00-11:00	10	6	37	13	91	42	288	196	210	135	15	14	1057	329	31	728	69	138	504	224	1
11:00-12:00	12	13	30	15	95	51	296	230	175	217	16	19	1169	424	36	745	64	137	484	261	2
12:00- 1:00	23	9	45	11	103	66	276	182	189	201	9	33	1152	476	41	676	59	176	474	202	3
1:00- 2:00	21	9	31	18	100	51	296	180	223	133	24	20	1106	356	32	750	68	152	528	222	2
2:00- 3:00	20	7	19	11	106	80	322	258	230	219	21	29	1322	473	36	849	64	145	559	290	3
3:00- 4:00	16	20	37	19	106	98	352	285	240	225	25	30	1453	512	35	941	65	159	612	329	3
4:00-4:30	11	7	30	12	56	36	199	195	127	126	16	20	835	279	33	556	67	97	333	223	
4:30-4:45	10	11	12	19	47	54	143	174	124	119	12	21	746	263	35	483	65	69	278	205	1
4:45-5:00	10	11	7	14	30	14	71	121	58	65	3	11	415	137	33	278	67	47	140	138	
5:00-5:15	11	8	15	7	74	38	67	139	85	97	2	16	559	251	45	308	55	100	165	148	1
5:15-5:30	12	5	8	9	39	25	86	45	112	71	4	9	425	164	39	261	61	59	203	58	1
5:30-6:00	12	5	19	9	62	34	125	214	120	193	5	9	807	329	41	478	59	93	250	228	2
6:00- 7:00	7	11	30	12	90	77	349	232	259	221	9	10	1307	435	33	872	67	127	619	253	3
7:00- 8:00	12	9	33	11	66	43	181	178	174	132	14	9	862	295	34	567	66	111	364	203	1
8:00- 9:00	7	13	13	13	66	50	113	116	114	78	2	18	603	232	38	371	62	86	240	131	1
9:00-10:00	9	9	10	6	57	46	105	137	120	131	8	15	653	268	41	385	59	76	234	151	1
24-Hour total	301	207	563	251	1702	1120	4874	3878	3584	3388	251	380	20499	7454	36	13045	64	2566	8665	4389	4
16-Hour total	274	188	512	228	1547	1018	4431	3525	3258	3080	228	345	18634	6776	36	11858	64	2333	7877	3981	4
-Hour total																					
Control																					
Factor																					

Tabulated by
Checked by

25th St. is North and South

Mission St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Salem
Intersection S.E. 25th street & S.E. MISSION street
Mile Post
Classification

ember 7 & 1972
Tuesday Wednesday
ed 6AM to 10PM
cloudy clear

Classification All Vehicles

SUMMARY BY MOVEMENTS												SUMMARY BY MOVEMENTS				ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
	22	4	45	30	142	74	71	66	13	3	494	180	36	314	64	81	223	91	99				
	8	3	23	14	68	48	57	48	8	3	286	100	35	186	65	35	127	59	65				
	8	—	38	12	73	38	61	54	2	1	293	117	40	176	60	50	136	40	67				
	15	1	53	40	149	78	85	107	2	3	549	230	42	319	58	80	238	81	150				
	16	1	51	11	116	44	97	92	3	5	449	184	41	265	59	76	217	48	108				
	37	3	73	51	317	198	175	193	6	20	1097	359	35	708	65	125	501	207	364			11	
	30	17	71	55	297	163	152	157	9	27	995	353	35	642	65	114	453	189	239			2	
	37	13	91	42	288	196	210	135	15	14	1057	329	31	728	69	138	504	224	191			2	
	30	15	95	51	296	230	175	217	16	19	1169	424	36	745	64	137	484	261	287			2	
	45	11	103	66	276	182	189	201	9	33	1152	476	41	676	59	176	474	202	303			1	
	31	18	100	51	296	180	223	133	24	20	1106	356	32	750	68	152	528	222	204			1	
	19	11	106	80	322	258	230	219	21	29	1322	473	36	849	64	145	559	290	328			7 3	1
0	37	19	106	98	352	285	240	225	25	30	1453	512	35	941	65	159	612	329	353			6	
7	30	12	56	36	199	195	127	126	16	20	835	279	33	556	67	97	333	223	182			1	
1	12	19	47	54	143	174	124	119	12	21	746	263	35	483	65	69	278	205	194			1 1	
1	7	14	30	14	71	121	58	65	3	11	415	137	33	278	67	47	140	138	90				
1	15	7	74	38	67	139	85	97	2	16	559	251	45	308	55	100	160	148	151				
8	8	9	39	25	86	45	112	71	4	9	425	164	39	261	61	59	203	58	105				
5	19	9	62	34	125	214	120	193	5	9	807	329	41	478	59	93	250	228	236			1 4	
5	30	12	90	77	349	232	259	221	9	10	1307	435	33	872	67	127	619	253	308				
1	33	11	66	43	181	178	174	132	14	9	862	295	34	567	66	111	364	203	184				
9	13	13	66	50	113	116	114	78	2	18	603	232	38	371	62	86	240	131	146				
3	10	6	57	46	105	137	120	131	8	15	653	268	41	385	57	76	234	151	192				
07	563	251	1702	1120	4874	3878	3584	3388	251	380	20499	7454	36	13045	64	2566	8663	4380	4826			26 17	1
08	512	228	1547	1018	4431	3525	3258	3080	228	345	18634	6776	36	11858	64	2333	7877	398	4443				

Tabulated by
Checked by

25th St. is North and South

MISSION St. is East and West

Note: MISSION ST. IN PENCIL TO 4-LANES W/ S-PHASE SIGNAL INSTALLED 7-27-72

Note: TOWN POCKET IS E

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

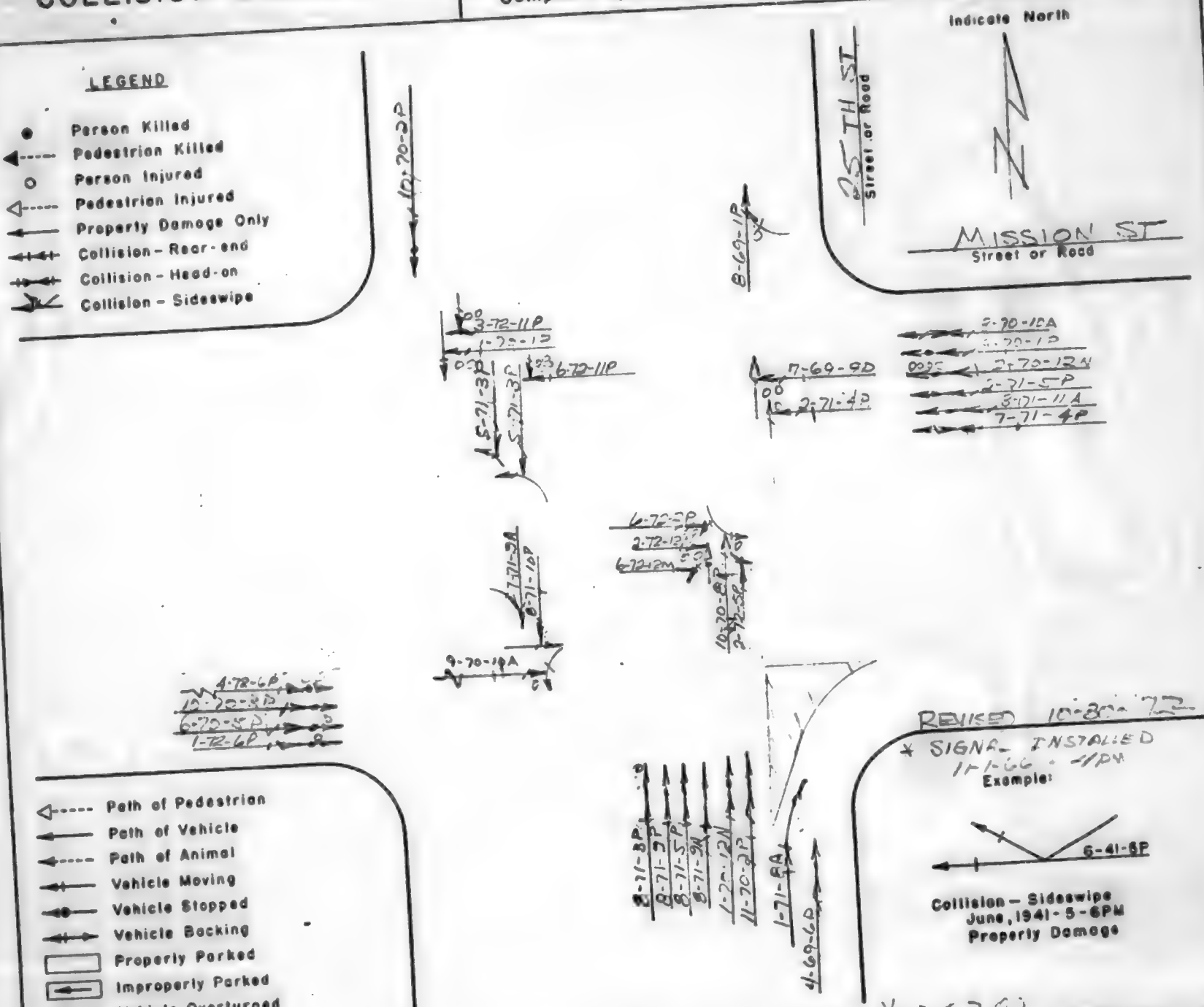
Intersection of MISSION ST and 25TH ST

Period Covered 3-1-69 to 7-20-72

Compiled by _____ Drawn by R.W. Date 5-24-71

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1969*				1970				1971				1972				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1		1		1		1		1	1	2		3		3		5	1	6
Head-on																				
Rear-end			1	1		2	5	7		1	5	6		2		3		6	11	17
Sideswipe																				
Turning Movement		1		1		2		2			4	4		1	2	4		4	6	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing							1	1			1	1							2	2
Misc.																				
TOTAL		2	1	3		5	6	11		2	11	13		8	2	10		15	20	35

NOTE: MISSION ST. WIDENED TO 4-LANES WITH TURN POCKETS & 5-PHASE SIGNAL INSTALLED 7-20-72

Note: K-Mart opened 5-1-70

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

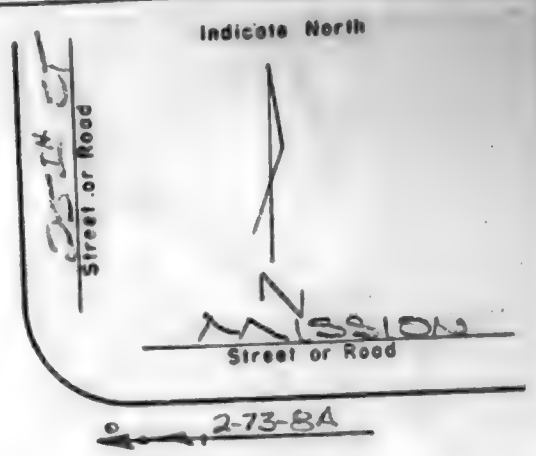
Intersection of MISSION ST and 20TH AVE

Period Covered 7-20-72 TO 7-1-73

Compiled by _____ Drawn by RW Date 8-6-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



Collision Type	7-20-72 TO 1-1-73				6 MON 1973												TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on						1	1	2										2	1	3
Rear-end		1		1																
Sideswipe																		2		2
Turning Movement		1		1		1		1												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																		4	1	5
TOTAL		2		2		2	1	3												

"BEFORE"

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

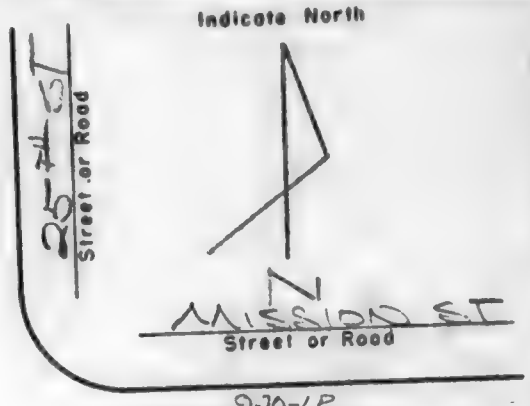
Intersection of MISSION ST and 25TH ST

Period Covered 7-20-70 To 12-20-70

Compiled by _____ Drawn by RWL Date 3-[illegible]

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



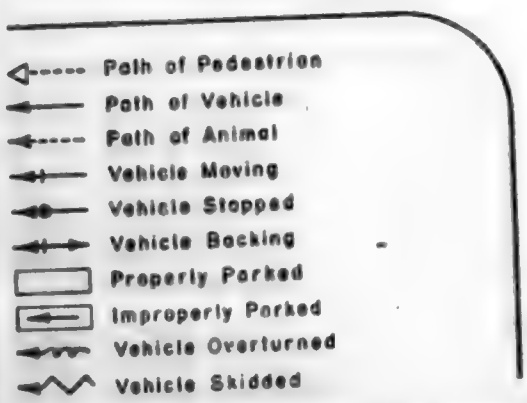
9-70-1P
12-70-12M
OGP

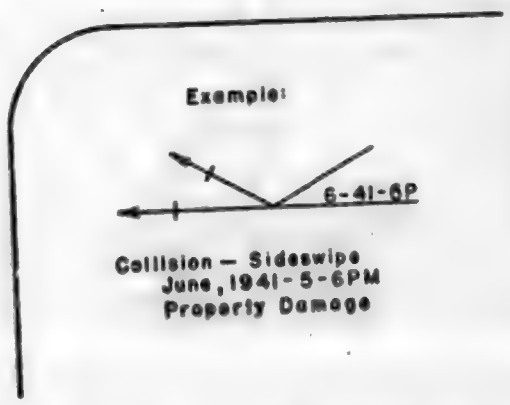
9-70-10A

10-70-8P

10-70-3P

11-70-2P





Collision Type	7-20-70 To 12-20-70																TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																		1	4	5
Rear-end						1	4	5												
Sideswipe																		2		2
Turning Movement						2		2												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																			1	1
Backing							1	1												
Misc.																		3	5	8
TOTAL						3	5	8												

CONSTRUCTION STARTED
July 71

"AFTER"

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

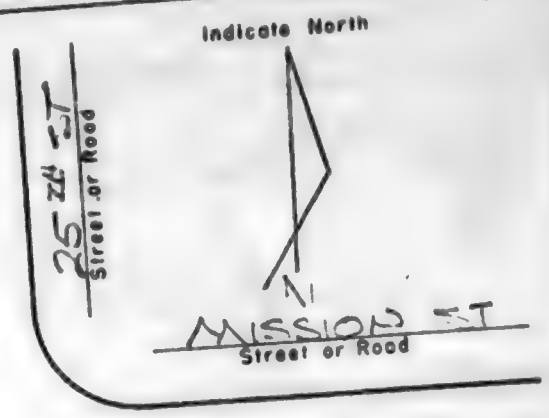
Intersection of MISSION ST and 25TH ST

Period Covered 7-20-72 To 12-20-72

Compiled by _____ Drawn by RW Date 3-28-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



9-72-9P

8-72-10A

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 – 5-6PM
Property Damage

Collision Type	7-20-72 To 12-20-72												TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																		1		1
Head-on						1		1										1		1
Rear-end																				
Sideswipe						1		1												
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																		2		2
Misc.																				
TOTAL						2		2												

FORM F f1

TRAVEL TIME–DELAY STUDY

SHEET NO. ___ OF ___

DIRECTION	DRIVER	RECORDER	WEATHER	DATE
A	WES	SDV	clear	10-6-70
B	WES	SDV	clear	10-12-70

CITY Salem

ROUTE INVENT. NO. 10

TIME ( )	INTERSECTION
	BEGIN B-
(7:52)	Holland
(7:05)	Lancaster Dr.
(6:34)	I-5 O-Xing
(5:34)	Airport Road
(5:24)	Turner Road
(4:57)	25th Street
(3:39)	22nd Street
(2:39)	14th Street
(2:05)	13th Street
(1:31)	Mission & 12th
(0:47)	Leslie
(0:23)	Mill Street
(0:08)	Ferry Street
(0:00) BEGIN A	State

ZERO TIME AT 5:11 AM PM

	BEGIN B-
(0:00)	Holland
(0:47)	Lancaster Dr.
(1:16)	I-5 O-Xing
(2:24)	Airport Road
(2:41)	Turner Road
(6:37)	25th Street
(7:45)	22nd Street
(8:48)	14th
(9:21)	13th & Mission
(9:42)	12th & Leslie
(10:05)	Mill
(10:44)	Ferry
(12:40)	State

ZERO TIME AT 7:43 AM PM

FORM F

TRAVEL TIME–DELAY STUDY

SHEET NO. 1 OF 1

DIRECTION: A / B

DRIVER: SDL / RLW

RECORDER: RLW / JFF

WEATHER: CLEAR / CLEAR

DATE: 8-9-73 / 9-26-73

CITY: SALEM

ROUTE INVENT. NO.:

ZERO TIME AT ____ AM / PM

BEGIN B- 7:12

TIME	INTERSECTION
(9:21)	HOLLAND
(8:26)	LANCASTER DR.
(7:50)	I-5 O-XING
(6:34)	AIRPORT RD
(6:14)	TURNER RD
(5:46)	25TH ST
(3:49)	22ND ST
(2:13)	14TH ST
(1:47)	13TH ST
(1:15)	MISSION & 12TH ST
(0.86)	LESLIE ST
(0.30)	MILL ST
(0.00)	STATE ST

BEGIN A

ZERO TIME AT 5:10 AM / PM

FORM F 43

TRAVEL TIME–DELAY STUDY

SHEET NO. ___ OF ___

DIRECTION: A SDV / B BS

DRIVER: A SDV / B SDV

RECORDER: A RW / B SDV

WEATHER: A ___ / B ___

DATE: A 8-9-73 / B 10-12-70

CITY: SALEM

ROUTE INVENT. NO.: ___

BEGIN B- AM / PM ZERO TIME AT ___

	TIME		INTERSECTION
STATE ST	12:40	-2:07 / 10:33	STATE ST
FERRY ST	10:14	-1:29 / 9:15	FERRY ST
MILL ST	10:05	-1:10 / 8:55	MILL ST
12TH & LESLIE	9:42	-1:12 / 8:30	12TH LESLIE
13TH & MISSION	9:21	-1:15 / 8:06	13TH & MISSION
14TH ST	8:48	-1:10 / 7:38	14TH ST.
22ND ST	7:45	-1:10 / 6:35	22ND ST
25TH ST	6:37	-1:37 / 5:00	25TH ST 1:19
TURNER RD	2:41	+1:50 / 4:31	TURNER RD :56
AIRPORT RD	2:24	+1:55 / 4:19	AIRPORT RD
I-5 O-XINGS	1:16	+2:1 / 11:37	I-5 O-XINGS
LANCASTER DR	0:47	+13 / 1:00	LANCASTER DR
HOLLAND DR	0:00	10:00 BEGIN A	HOLLAND

ZERO TIME AT ___ AM / PM

OLD TAKEN 10-12-70 @ 7:43 AM

NEW TAKEN 8-9-73 @ 7:42 AM

STATE COPY

5

:7C022

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

9-25-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 7	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 9/25/73	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. T-5028(1)
COMPLETION DATE 6/27/72	ACCEPTANCE DATE BY CONTRACT AGENCY 8/24/72	TIME ELAPSED 99 %	CONTRACT TIME 300 Cal days
APPROVED EXTENSIONS None	LOCATION Mission St. at 25th St., SE in Salem, OR		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OCT 02 1973

REGIONAL OFFICE

MISSION STREET S.E. AT 25TH STREET S.E.
CITY OF SALEM
Grading and Paving

The project consisted of a fully actuated five-phase traffic signal, widening and channelization at the Mission St. and 25th St. intersection and immediate vicinity. The traffic signal installation was performed by city forces. The contract work involved widening along Mission St. to provide for four lanes with left turn refuges. Widening will also be accomplished on 25th St. northerly of Mission to provide a right turn lane.

The project was completed on June 27, 1972 and was accepted by the State Highway Commission August 24, 1972. The contractor used 297.5 calendar days (contract authorized 300 calendar days) to complete the project.

The City of Salem accepted the project on July 3, 1972 with the traffic signal installation work performed by city forces completed on August 22, 1972 for a final cost of approximately $23,600.00.

The final cost of the contract was $324,500±, an underrun of 4.0%. The final project cost including contract amount, contingencies, engineering and traffic signal installation is approximately $400,000. Information concerning the overruns and underruns are on file in the Division office.

STATE HWY ENGR
OCT 3 '73
RECEIVED

10-3-73
cy Conatz
Young

NOTED
H. S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner G. K. Hossner	
TITLE Area Engineer	DATE 10/1/73	TITLE District Engineer	DATE OCT 02 1973

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

OREGON STATE
HIGHWAY DIVISION

7622

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~Bureau of Public Roads, Division Engineer~~
Federal Highway Administration

DATE March 1, 1973

Federal-aid Project
No. F-5028(1)

FROM L. H. Young
Office Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7622 Work Completed June 27, 1972

Project Mission St. S.E. at 25th St. S.E. (Salem)

Highway City Street

County Marion

Acceptance: State Highway Commission August 24, 1972

Federal Highway Administration June 28, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:dgk

cc: V. E. Skoog

1 9-13

Traffic Signal Project.

City Items

Materials	15,316.15	
Labor	2,946.02	
Equip Rental	664.45	
~~Supervision~~ (Adv.)	6.43	
		18,933.05

State Items

Inspection Est.	1,066.95
TOTAL	$20,000.00

Example ONLY

20,000.00
63.5C Fed. share %

12,712 Fed. Share.

		TO CITY
18,933.05 CITY	1,066.95 ST.	12,033.85
63.56	63.56	3,449.60
12,033.85 ✓	678.15 ✓	$ 15,483.45
		- 194.40
		$15,289.05
18,933.05	1,066.95	
12,033.85	678.15	
2 | 6899.20 match	2 | 388.80 match	
3449.60 ½ match	½ match 194.40	

Est. Costs as of 1-9-73

Contract 7622

P.E. Prefix 24-0602

Const. Prefix 24-0602

P.E. by City	$ 10,463.25	$	10,463.25
P.E. by State	(3,717.39 ±)		
	$ (14,180.64 ±)		
Traffic Signal Installation by City		($ 29,396.30)	18,933.05
Contract Costs	$ 350,107.43		
P.E by State	3,717.39 ±		382,324.82
Construction Engineering	28,500.00 +		
		TOTAL	$ 411,721.12

Fed. Share @ 63.56 % = 261,689.94 (if all is participating)

State Share = 75,015.59

City Share = 75,015.59

City's Advance deposit $ 52,400.00 (should have been $ 84,627)

Pmt. due City for services = $ 29,396.30 NOW

City Share of Cost = $ 75,015.59

Advance deposit = 52,400.00

Approx. bal. due $ 22,615.59 from City on Final.

July 2, 1971

SFO # 1 Mission @ 25th T-5028(1)

Prefix ZA-0602

Separate P.E.

P.E. Billing

our Letter of Authority Jan 7 1971
proceed according to Letter-form agree.
dated Sept. 4, 1970.
Refer to Sub. Prefix ZA-0602(901)
& Project No. T-5028(1)

Signal Installation

Our Letter to Proceed Aug 26, 1971
According to Agree. of Feb 16, 1971.
Refer. Prefix ZA-0602
Project No. T-5025(1)

SFO # 1
Contract 7622

P.E.
Sig'n'l
Const.

ASSETS COSTS

T.

Mr. Edward Hall
Page 2
December 26, 1972

DEPARTMENT OF PUBLIC WORKS

December 26, 1972

Director of Public Works

RECEIVED
COUNTY & CITY SECTION
DEC 28 1972
ENGR. COOR. OE TE UE
UPE CE RE RPE

Mr. Edward Hall
Resident Engineer
Oregon State Highway Division
2111 Front Street, N.E.
Salem, Oregon 97310

Dear Ed:

Subject: Mission Street - 25th Street TOPICS Project T-5028(1)

The recap of the city's final costs for this project are as follows:

Traffic Signal Installation			
Labor	$ 2,380.43		
Labor burden	565.59	$ 2,946.02	
Materials		15,316.15	
Equipment Rental		664.45	
Advertising		6.43	$18,933.05
Improvement			
Deposit paid to O.S.H.D.		$ 52,400.00 ?	
Engineering (P.E.)		10,400.38	
Advertising		62.87	$62,863.25
Subtotal			$81,796.30
Overhead			8,179.63 -?
Total city costs			$89,975.93

Detailed costs are available through the City's Finance Department. Please forward this to your Accounting Section.

We are anxious that this project be closed out soon, as we are not able to process the assessment to property owners until final costs are determined.

Very truly yours,

B. T. Van Wormer
Director of Public Works

DCV/BTV/rd

cc: Edward Sigurdson, City Engineer
William E. Stark, Traffic Engineer
Dick Unrein, OSHD City-County

We are anxious that this project be closed out soon, as we are not able to process the assessment to property owners until final costs are determined.

Very truly yours,

B. T. Van Wormer
Director of Public Works

DCV/BTV/rd

cc: Edward Sigurdson, City Engineer
William E. Stark, Traffic Engineer
Dick Unrein, OSHD City-County

J. B. Boyd
Accounting Sec.

1-8-73 4PM

Called Dave Van Dyke, City of Salem, & told him this billing is unacceptable. Referred him to letter-form Agree of Sept. 4, 1970 for billings for P.E. work. Told him a separate billing would be needed for signal installation in the same fashion as the Estimate of cost which accompanied State Force Order No. 1. Also referred him to Agree. dated Feb. 16, 1971. Dick Unrein

cc: Paul Hatcher
E. J. Hall
J. B. Boyd.

...N STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: MARION

CONTRACT NO.: 7622

ESTIMATE NO.: 10 Final

PREFIX NO'S.:

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.: I 5028001

SECTION: MISSION ST SE AT 25TH ST SE SALEM)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOU
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	5000,0000	100,000	15000,00	1
002	1P CLEARING AND GRUBBING	LUMP SUM	5000,0000	100,000	5000,00	
003	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5000,0000	100,000	5000,00	
004	1P DITCH EXCAVATION	CU YDS	3,0000	338,600	1015,80	
005	1P GENERAL EXCAVATION	CU YDS	4,0000	5,094,600	20378,40	2
006	1P GRANULAR BACKFILL MATERIAL	CU YDS	4,0000	4,416,000	17664,00	1
007	1P TRENCH EXCAVATION	CU YDS	4,0000	3,984,040	15936,16	1
008	1P FINISHING ROADBED AND SLOPES	LUMP SUM	5000,0000	100,000	5000,00	
009	1P WATERING	M-GALS	5,0000	36,000	180,00	
010	1P AGGREGATE BASE	TONS	5,0000	1,079,910	5399,55	
011	1P CLASS B ASPHALT CONCRETE MIXTURE	TONS	8,0000	7,845,940	62767,52	
012	1P CLASS C ASPHALT CONCRETE MIXTURE	TONS	8,0000	2,521,415	20171,32	
	1P ASPHALT CEMENT IN MIXTURE	TONS	35,0000	665,780	23302,30	
	1P 10-INCH SEWER PIPE	LIN FT	3,0000	292,000	876,00	
015	1P 12-INCH SEWER PIPE	LIN FT	5,0000	140,000	700,00	
016	1P 18-INCH SEWER PIPE	LIN FT	7,0000	50,000	350,00	
017	1P 24-INCH SEWER PIPE	LIN FT	12,0000	214,000	2568,00	
018	1P 66-INCH SEWER PIPE	LIN FT	52,0000	2,208,000	114816,00	1
019	1P CONCRETE MANHOLES	ONLY	800,0000	2,000	1600,00	
020	1P CONCRETE INLETS TYPE CG	ONLY	150,0000	14,000	2100,00	
021	1P CONCRETE INLETS TYPE G	ONLY	150,0000	5,000	750,00	
022	1P CONCRETE INLETS TYPE D	ONLY	200,0000	1,000	200,00	
024	1P EXTRA FOR ASPHALT CURBS	LIN FT	2,0000	681,000	1362,00	
025	1P ADJUSTING INLETS	ONLY	50,0000	3,000	150,00	
027	1P 1-INCH ELECTRICAL CONDUIT	LIN FT	1,5000	1,686,000	2529,00	
	PRICE AGREEMENT ITEMS					
30101	1P CONSTR P C C SIDEWALK	SQ YDS	5,5000	724,360	3983,98	
30201	1P DUST CONTROL	SQ YDS	,1800	841,000	151,38	
30301	1P CONC BLOCKS ON OUTLET SLOPES	SQ YDS	12,0000	386,750	4641,00	

TOTAL CONTRACT ITEMS	
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

DATE: 08 28 72 PG, 01 7622

PREVIOUS VOUCHER NO.: 5238

CHECKED BY: CP/sk

ENGINEER OR AUDITOR: E. J. Hall

WAY DIVISION

MENT VOUCHER

COUNTY: MARION

CONTRACT NO.: 7622

ESTIMATE NO.: 10 Final

PREFIX NO'S.:

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.: I 5028001

SECTION: MISSION ST SE AT 25TH ST SE SALEM)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
Y PROTECTION AND DIRECT TRAFFIC	LUMP SUM	5000,0000	100,000	15000,00	15000,00	
G AND GRUBBING	LUMP SUM	5000,0000	100,000	5000,00	5000,00	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5000,0000	100,000	5000,00	5000,00	
XCAVATION	CU YDS	3,0000	338,600	1015,80	1015,80	
EXCAVATION	CU YDS	4,0000	5,094,600	20378,40	20378,40	
R BACKFILL MATERIAL	CU YDS	4,0000	4,416,000	17664,00	17664,00	
EXCAVATION	CU YDS	4,0000	3,984,040	15936,16	15638,96	297,20
NG ROADBED AND SLOPES	LUMP SUM	5000,0000	100,000	5000,00	5000,00	
G	M-GALS	5,0000	36,000	180,00	180,00	
TE BASE	TONS	5,0000	1,079,910	5399,55	5399,55	
ASPHALT CONCRETE MIXTURE	TONS	8,0000	7,845,940	62767,52	62767,52	
ASPHALT CONCRETE MIXTURE	TONS	8,0000	2,521,415	20171,32	20171,32	
CEMENT IN MIXTURE	TONS	35,0000	665,780	23302,30	23302,30	
SEWER PIPE	LIN FT	3,0000	292,000	876,00	876,00	
SEWER PIPE	LIN FT	5,0000	140,000	700,00	700,00	
SEWER PIPE	LIN FT	7,0000	50,000	350,00	350,00	
SEWER PIPE	LIN FT	12,0000	214,000	2568,00	2568,00	
SEWER PIPE	LIN FT	52,0000	2,208,000	114816,00	114816,00	
SEWER PIPE	ONLY	800,0000	2,000	1600,00	1600,00	
E MANHOLES	ONLY	150,0000	14,000	2100,00	2100,00	
E INLETS TYPE CG	ONLY	150,0000	5,000	750,00	750,00	
E INLETS TYPE G	ONLY	200,0000	1,000	200,00	200,00	
E INLETS TYPE D	LIN FT	2,0000	681,000	1362,00	1362,00	
OR ASPHALT CURBS	ONLY	50,0000	3,000	150,00	150,00	
NG INLETS	LIN FT	1,0000	1,686,000	2529,00	2529,00	
ELECTRICAL CONDUIT						
E AGREEMENT ITEMS	SQ YDS	5,5000	724,360	3983,98	3983,98	
P C C SIDEWALK	SQ YDS	,1800	841,000	151,38	151,38	
CNTROL	SQ YDS	12,0000	385,750	4641,00	4641,00	
LOCKS ON OUTLET SLOPES						
			TOTAL CONTRACT ITEMS			
PG, 01 7622			% RETAINED ON CONTRACT ITEMS			
			FORCE ACCOUNT			
			TOTAL PAYMENTS			

all

...ON STATE HIGHWAY D...ON

CONTRACT PA...MENT VOUCHER

COUNTY	CONTRACT NO. 7622	ESTIMATE NO. 10	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

FORM A-20 (REV. 6-63)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS
30302	1P CONSTR COND DITCH BOTTOM	SECTION	SQ YDS	6,0000	77,780	466,66	
30401	1P CONSTR SLOPED END		LUMP SUM	250,0000	100,000	250,00	
30402	1P CONSTR END SLOPE		LUMP SUM	150,0000	100,000	150,00	
30601	1P FURN PIT RUN GRAVEL	BI 23	CU YDS	1,7500	230,000	402,50	
30701	1P SUBS CONC CURBS		CU YDS	45,0000	147,310	6628,95	
30801	1P FURN SPECIAL GRATES		EACH	9,2500	14,000	129,50	
30901	8P CONSTR BIKE ROUTE		SQ YDS	5,7000	682,040	3887,63	
31101	1P FURN TOPSOIL		CU YDS	1,6000	110,000	176,00	
31201	8P REMOVE CONCRETE		LUMP SUM	50,0000	100,000	50,00	
	FORCE ACCOUNT ITEMS	94001				2186,88	
	1P FLAGGING						

DATE 08 28 72 PG. 02 7622	TOTAL CONTRACT ITEMS	345733,67
PREVIOUS VOUCHER NO.	- % RETAINED ON CONTRACT ITEMS	-
	FORCE ACCOUNT	2186,88
CHECKED BY:	TOTAL PAYMENTS →	347,920.55
ENGINEER OR AUDITOR		

HIGHWAY D[illegible]ON

[illegible]MENT VOUCHER

COUNTY

CONTRACT NO. 7622

ESTIMATE NO. 10

PREFIX NO'S.

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
R CONC DITCH BOTTOM		SQ YDS	6,0000	77,780	466,68	466,68	
R SLOPED END	SECTION	LUMP SUM	250,0000	100,000	250,00	250,00	
R END SLOPE		LUMP SUM	150,0000	100,000	150,00	150,00	
PIT RUN GRAVEL		CU YDS	1,7500	230,000	402,50	402,50	
CONC CURBS	BI 23	CU YDS	45,0000	147,310	6628,95	6628,95	
SPECIAL GRATES		EACH	9,2500	14,000	129,50	129,50	
R BIKE ROUTE		SQ YDS	5,7000	682,040	3887,63	3887,63	
TOPSOIL		CU YDS	1,6000	110,000	176,00	176,00	
E CONCRETE		LUMP SUM	50,0000	100,000	50,00	50,00	
CE ACCOUNT ITEMS					2186,88	2186,88	
ING	94001						

TOTAL CONTRACT ITEMS	345733,67	345436,47	297,20
- % RETAINED ON CONTRACT ITEMS	-	16,903.80	16,903.80
FORCE ACCOUNT	2186,88	2186,88	
TOTAL PAYMENTS →	347,920.55	330,719..	17,201.00

72 PG. 02 7622

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

September 18, 1973

Mr. H. S. Cox
County/City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This will confirm that at the intersection of Mission and 25th Street, the City of Salem completed all T.O.P.I.C.S. involved traffic signal work on August 22, 1972.

Sincerely,

S. Douglas Van Dyke

S. DOUGLAS VAN DYKE
Traffic Engineer

SDV:bg

RECEIVED
COUNTY & CITY SECTION
SEP 19 1973
ENGR. COOR. AE UE
UPE CE RE RPE

The Oregon Statesman
FOUNDED 1651

Before-After Long traffic bottlenecks like the one on Mission Street SE at 25th Street, (at left) have been alleviated by a $425,000 State Highway Division project now finished to widen Mission to four lanes at the intersection. Picture at left looks west on Mission a year ago; picture at right looks east along mission after the work was done.

RECEIVED
SEP 1 1972
FOR FILING

7622

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1972

SUBJECT: Mission St. SE @ 25th St. SE
City Street (Salem) Project

To: Frank L. Hall
Design Engineer

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached for your information is a copy of a report from Resident Engineer Ed Hall on the performance of the slip-formed Type "A" curb and gutter placed on the subject project this ummer.

This curb was placed using no expansion joints except at the ends of continuous runs. Dummy contraction joints were provided at approximately 15-foot intervals.

There have been no problems to date resulting from elimination of the expansion joints, even through our lengthy siege of hot weather. This seems to indicate that the expansion joints in curb and gutter sections are unnecessary. I believe, however, that more experimenting should be done before any change is made in our Standard Specifications.

RECEIVED
SEP 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Enc.
cc: A. E. Johnson
Walt Hart
J. B. Boyd

FORM S-60 REV 5-65 SP-6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1972

REGION 2 ENGINEER
RECEIVED
SEP 1 1972
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

SUBJECT: Mission St., S.E. @ 25th St., SE
City Street in City of Salem
Marion County
Contract No. 7622

To:
Mr. J. B. Boyd
Regional Engineer
EAST SALEM HWY BUILDING

The following is in reply to your request for a report on the present condition of the curbs on the above listed project.

At the contractors request, specifications were changed by P.A. #7 to allow the use of an automatic slip form curb machine which could meet all specifications required except for the construction of expansion joints. By terms of the P.A., expansion joints were required only at the end of each continuous pour. A copy of my letter of January 31, 1972 to your office explaining the change in specifications is attached hereto.

Approximately 2,630 lineal feet of Type "A" curb and gutter was constructed. Dummy type contraction joints were formed by groving and knife cutting at approximately 15 foot intervals for a total of approximately 175 joints. An examination of the entire curb section shows only contraction cracks in nine additional places with six additional contraction cracks at the edge of catch basins.

In pouring the curbs, the contractor generally made a continuous pour from street to street so that the average daily run was 300 - 400 feet and no expansion joints were used. There is only four or five expansion joints on the entire project and they are located at the ends of a long run where the contractor had to shut down due to the area not being ready for curbs.

The line and grade of the finished curb is far superior to hand formed curbs and the gutter grade is exceedingly accurate.

A very close examination of the curbs today show that no problems have developed by elimination of the expansion joints.

E. J. Hall
Resident Engineer

Attach.
cc: file

cc C.T. Keasey w/attach

Routing
Keasey — RECEIVED — Pease
2 Bond — SEP 6 1972 — Glenn
3 Walker — CONSTRUCTION SECTION — Litchfield
Johnson — Berg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1972

To:

Mr. J. B. Boyd
Region Engineer
EAST SALEM HWY BUILDING

Att: Mr. G. W. Wimer.

SUBJECT: Change in Specifications
Mission St., SE @ 25th St., SE
City Street in City of Salem
Marion County

Reference is made to the attached letter from the contractor on the subject project requesting a change in the specifications for curb construction to allow use of an automatic slip form curb machine.

The curb machine can meet all state specifications required except for the construction of expansion joints, including the longitudinal dowel bars. An expansion joint with dowels would be constructed at the end of each continuous pour.

Weakened plane contraction joints can be hand tooled in place at the specified spacing.

According to our cost section, the material for each joint would cost approximately $1.70. Type "A" curb required an expansion joint at a maximum of every 45 feet; thus, two would be required per station for a cost of $3.40 for material. Normally the joint can be constructed in five minutes or less for a labor cost of $0.50 each or $1.00 per station. Total cost for two expansion joints would be about $4.50.

The contractor has offered a reduction of $1.00 per cubic yard in his bid price. As Type "A" curb requires 5.4 cubic yards per station, this represents a reduction of $5.40 per station or about 20% more than the contractors actual cost.

The bid item is for 190 cubic yards @ $46.00 / c.y. for a net reduction of $190.00. The bid amount would reduce from $8,740 to $8,550.

I might point out that the contractor will expect to be able to use this machine on future state jobs so this modification would eventually become a permanent thing rather than a one shot deal.

In view of the fact that the contraction joints can be constructed in place, I would recommend that the modification covering the expansion joints be allowed for this particular project.

2-1-72 Kraxberger approved as experimental project subject to FHWA & City approval cc: file

E. J. Hall
Resident Engineer

E. J. Hall

[illegible]
SEP 5 - 1972
FOR FILING

7622

September 1, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 29, 1972, we wrote to you concerning release of final payment on Contract No. 7622 awarded to Cushing Bros., Inc., for work on Mission Street S.E. at 25th Street S.E. in Salem in Marion County.

Final payment on this contract is $17,201 and the total contract amount is $347,920.55, including $2,186.88 for work performed under force account.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Cushing Bros., Inc.
1735 Capitol Street
Salem, Oregon 97303

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn John Herr
J. B. Boyd

RECEIVED
AUG 28 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7622

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 25, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7622 **Work Completed** June 27, 1972

Project Mission St., S.E. at 25th St. S.E. (Salem)

Highway City Street **County** Marion

Type of Work Grading and Paving

Contractor Cushing Bros., Inc.

Recommended Acceptance Date August 24, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dgk

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

NEWS RELEASE

OREGON STATE HIGHWAY DIVISION

PUBLIC INFORMATION OFFICE
SALEM, OREGON Phone 378-6546

For further information,
contact: John J. Earley
378-6546

August 15, 1972

72-227-Se
FOR IMMEDIATE RELEASE

When traffic began to bottleneck daily at the intersection of Mission Street and 25th Street S. E. in Salem, something had to be done.

The problem was critical, especially at the 5 o'clock evening peak hour. The long line of slow-moving and stalled vehicles, with many minor accidents, needed special attention.

Mission Street had two narrow lanes, with an average daily traffic count of 14,000 cars, while 25th Street, with two lanes north of the intersection and four lanes south of the intersection, had an average of 8,000 cars daily.

The intersection was inadequate. Mission Street was a thoroughfare experiencing increased traffic. Traffic generated by population growth and the K-mart shopping area was fast turning 25th Street into a thoroughfare. Whatever the causes, the driving public did not like delays of several minutes.

TOPICS was the answer. The letters stand for Traffic Operations Program to Increase Capacity and Safety. Financing is shared at 60 percent federal and 20 percent each for state and city.

The whole facility was widened to four lanes, left-turn lanes added, and five phase signals installed.

RECEIVED
COUNTY & CITY SECTION
AUG 16 1972
ENGR. COOR. UE RE UE
UPE CE RE RPE

(more)

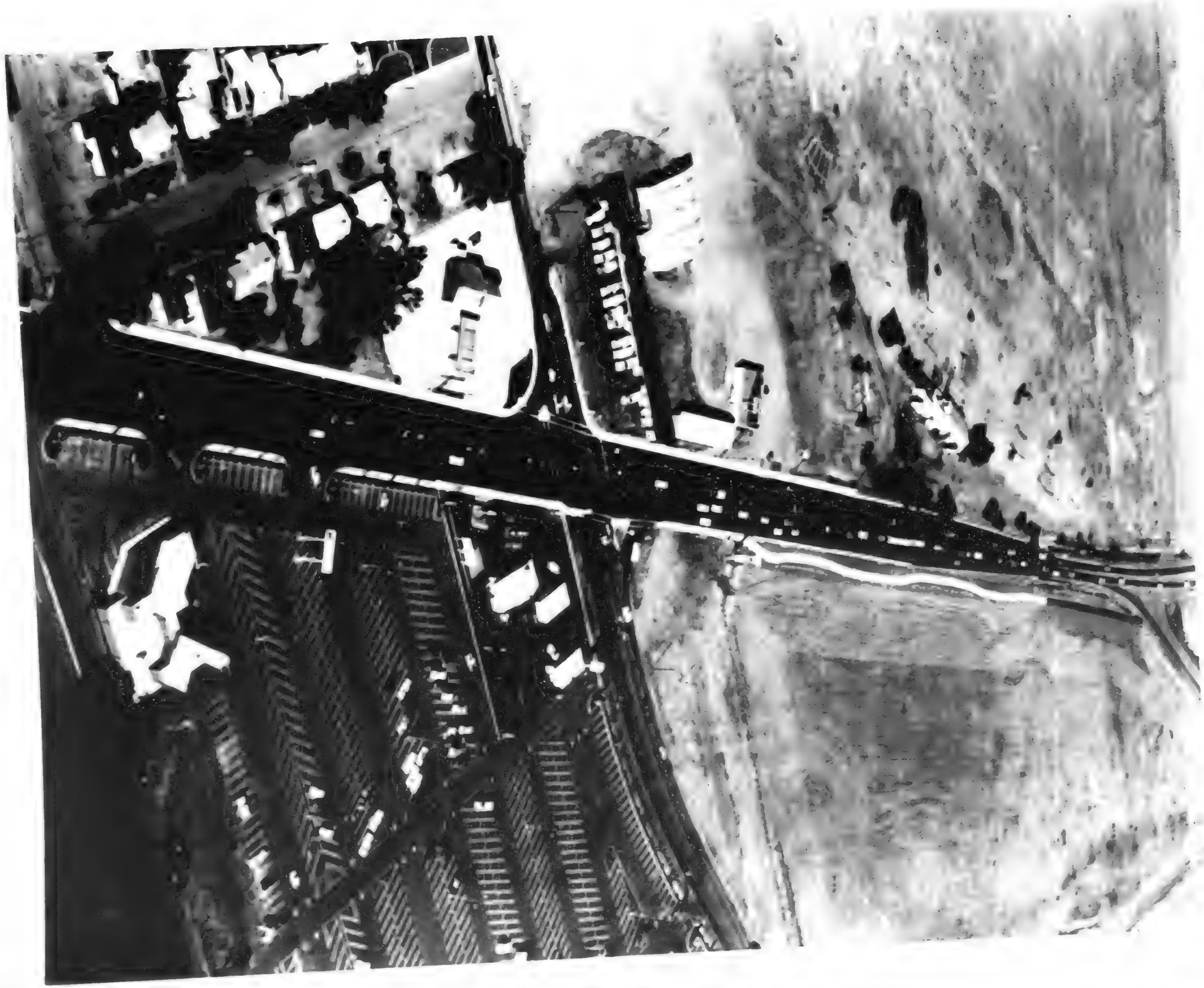
Salem city engineers performed the design work and the State Highway Division let the contract and supervised construction. Cushing Bros., Inc., of Salem was low among three bidders and was awarded the contract for the grading and paving on the 0.5-mile project. The traffic signals were installed by the City of Salem.

Total project cost amounted to $425,000. The award was made August 17, 1971, and the project was completed June 27, 1972. The County-City section of the State Highway Division served as liaison between the Federal Highway Administration, city, and state.

A bike path was designed into the project from 25th easterly to Turner Road. A dangerous open ditch was eliminated, with the water confined to a 66-inch underground storm sewer that accounted for over $100,000 of the total project cost.

Benefits of the intersection project include an increase in the peak-hour capacity, reduction of traffic delays and travel time, removal of the roadside ditch hazard, and an improvement in traffic safety. + a wobbly bike path.

# # # # # # # # #



7L/S/9

5:18 PM JULY 26, 1972

7622

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MISSION STREET, S.E. at 25th St., S.E. (Salem)		WEEK ENDING: July 24, 1972
		SECTION PREFIX: 24-0602
HIGHWAY: City Street		COUNTY: Marion
NAME OF JOB: Mission Street S.E. @ 25th St. S.E.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Cushing Brothers, Inc.	CONTRACT NUMBER: 7622	FEDERAL AID PROJECT NUMBER: T-5028(1)
DATE OF CONTRACT: August 17, 1971	DATE WORK STARTED: August 30,1972	ESTIMATED COMPLETION DATE: [redacted]
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 297½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
PROJECT AUTHORIZATION: $ 416,324.81	ENGINEERING AUTHORIZATION $ 33,012.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 383,312.27	ENGINEERING COST TO DATE $ 28,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 371,250.00	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED: 6-27-72
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %		

Charges this week 400.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.51				0.51
MILES PARTIALLY COMPLETED							
MILES COMPLETED							9,840 T
TOTAL ESTIMATED QUANTITIES (CONTRACT)			5,200 CY				
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Pease, Glenn, Hadfield, Berg, Johnsen, Walker, Bond, Keasey

RECEIVED
JUL 24 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate completed and turned in to Region Office on Monday, July 17, 1972.

- FINAL REPORT -

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

RECEIVED
AUG 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7622

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~[illegible] Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 12, 1972

Federal-aid Project No. T-5028(1)

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
for L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

M Conat 8-3-72

SUBJECT **Request: Contract Work Completed**

Contract 7622 **Work Completed** June 27, 1972

Project Mission St. S. E. at 25th St. S. W. (Salem)

Highway City Street

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 28, 1972

Conditions not acceptable: None

G. K Hansmen
for G. L. Green
Acting Division Engineer

VG:kds

cc: Tom Edwards
L. H. Young

RECEIVED
AUG 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUL 28 1972
CONSTRUCTION DIVISION

Johnson

ENGINEERING DIVISION

July 3, 1972

RECEIVED
COUNTY & CITY SECTION
JUL 12 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

Mr. E. J. Hall, Res. Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Dear Ed:

Re: Mission Street, SE at 25th Street - TOPICS PROJECT
T-5028 (1), Contract No. 7622

City representatives have reviewed the construction work performed by Cushing Brothers, Inc. under this contract. The minor problems which we noted having been corrected, we now find this work acceptable.

We are pleased to notice the marked improvement in the traffic flow of this intersection and are looking forward to working with the O.S.H.D. on our next federal aide project.

Yours very truly,

BTV.

B.T. Van Worner,
Director of Public Works

DCV/BTV/rd

cc: R. Armstrong, Finance Dir.
H.S. Cox, City-County Engr. OSHD
F. E. Jones, St. Superintendent
R. S. Moore, City Manager
E. D. Sigurdson, City Engineer
W. E. Stark, Traffic Engineer

OREGON STATE HIGHWAY DIVISION

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Mission St. SE at 25th St. SE (Salem) Contract No. 7622

Prefix No. 24-0602

Highway City Street F.A. No. T-5028

County Marion

Final inspection made on 6-28-72 By Gerald Wimer

in company with Paul Riedl, Jack Cushing, B. F. Cushing, Ed Hall, and Dave VanDyke.

CHECK LIST

Date		Date	
6-29-72	Construction signs removed	6-15-72	Opened to 4-lane traffic
was none	Salem Office notified to rescind construction speed zone	with semi-final	Regional Materials Certification submitted
6-29-72	Contractor removed equipment from project		
6-29-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good Looking project.

Doing a good job of improving traffic flow.

The inspection was only of the contract portion of the project. City forces still have to complete installation of the traffic signal.

A letter of acceptance from the city of Salem will follow.

All contract work on this project has been completed and recommendation is made for acceptance on 6-27-72. The semi-final estimate will be submitted about 7-10-72.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - E. J. Hall
Dist.Engineer - Floyd Lacey

Copies sent to all named _____

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1972
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ BE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

(Signed)

Reg. Const. Engr.
(Title)

RECEIVED
JAN 26 1972
FOR FILING

I-5028(1)
7622

January 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

462

Dear Mr. Simpson:

Re: Labor Compliance.
Cushing Bros., Inc., Contractor
Your Ref. 08-35-DB/420.25

As you requested, we have had a field investigation made of the complaint of Thomas R. Bray who alleged he had not been paid fringe benefits by Cushing Bros., Inc.

Attached is a copy of a report from E. J. Hall, Resident Engineer, which indicates that he found no evidence of any violations.

Should you desire that a complete audit be made of Cushing Bros. records, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Att.

cc F. B. Klaboe
A. E. Johnson
F. D. Morgan

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 19, 1972

SUBJECT:

To: Mr. A. E. Johnson
Asst. State Highway Engineer
BUILDING

In accordance with your Assignment No. 462, we have had a field investigation made of the complaint of Thomas R. Bray regarding an alleged nonpayment of fringe benefits by Cushing Brothers, Contractors on several Federal Aid Projects.

Attached is a report from E. J. Hall, Resident Engineer, which indicates that no violations were found. This office concurs in Mr. Hall's statement that the only positive check on this matter would have to be by a trained auditor. We do not have such a person available.

A rough draft to the Federal Highway Administration is attached for your consideration.

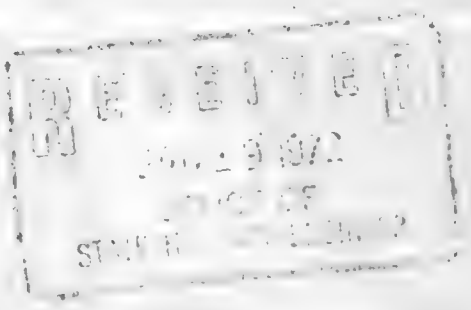
F. D. Morgan
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Labor Compliance Officer

EAP:fr

Attach.



FORM E-59 50M 8-63 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972

REGION 2 ENGINEER
RECEIVED
JAN 10 1972
RE. RCE RME RTE RCE
ULE GEO TA FILE

SUBJECT: Wage Complaint
Cushing Brothers, Inc.

To:
Mr. J. B. Boyd
Region II Engineer
EAST SALEM HWY BUILDING

Reference is made to Mr. F. D. Morgan's letter of Dec. 28, 1971 requesting an investigation of a wage complaint against Cushing Brothers, Inc. by Mr. Thomas R. Bray.

Mr. Bray states in his complaint that he was employed by Cushing Brothers on several Federally financed projects and that the contractor did not pay wages and fringe benefits in accordance with the wage determination for the contracts.

According to our records, Mr. Bray was employed by Cushing Brothers on the following projects:

Pacific Highway East - Ward Dr. (Contract #7463) --- 135 hrs.
Mission St., SE @ 25th St., SE (Contract #7622) ---- 224 hrs.
Hollywood Project, Ore R-15 (City of Salem) ------ 20 hrs.

We have copies in our file of the contractors payrolls for the two state jobs, certifying that Mr. Bray was paid the correct wage scale and also was paid his fringe benefits. The contractor's payrolls for the Hollywood job are in the City of Salem's files and they also show that Mr. Bray was paid the correct scale plus his fringe benefits for work on that project.

Mr. Bray states to this office that he had received some fringe benefits on the Mission Street job but he was not sure he had received the full amount due him and he further stated that on the other projects where he had worked he had not been aware of the fringe benefit provisions.

According to Mr. Bray he has no records of his fringe benefit payments as they were paid to him in a check separate from the payroll with no stub for his records.

At the beginning of the Mission Street project, several of Cushings employees were questioned if they were receiving their fringe benefits. Some said yes and some were not sure. We contacted Cushing Brothers and reminded them that the fringe benefits were to be paid weekly in cash as they had shown and certified on their payrolls. Later, the employees were again questioned and all stated they werenow receiving their fringe benefits.

It seems to me now that the only way to resolve Mr. Bray's allegations is to check the contractor's payroll records which appears to be a job for an auditor.

E. J. Hall
Resident Engineer

cc: file

Form FHWA-121 (12-
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 15, 1971

In reply refer to: 08-35-DB/420.25

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Labor Compliance
Cushing Bros. Inc., Contractor

Enclosed is a copy of a U. S. Department of Labor "Employment Information Form" submitted by Mr. Thomas R. Bray and forwarded to us by the Department of Labor. Mr. Bray claims that he has been employed by Cushing Bros. Inc., on several Federally financed projects; and that the contractor did not pay wages and fringe benefits in accordance with the wage determination for the contract.

We note that Cushing Bros. is the prime contractor on Project T-5028(1), Mission Street, S.E. (Salem) and has apparently subcontracted work on other Federal-aid contracts in the Salem area.

Please investigate Mr. Bray's complaint pursuant to Chapter 418 of the Labor Compliance Manual and give me your findings.

Enclosure
Cy Empl Info Form

RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
DEC 21 1971
CONSTRUCTION
DIVISION

NOTED
JOE EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form Approved
Budget Bureau No. 44-R03

U.S. DEPARTMENT OF LABOR
WORKPLACE STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

EMPLOYMENT INFORMATION FORM

Information furnished is confidential and will be used by the Department of Labor only

1. PERSON SUBMITTING INFORMATION

A. Name (Print first name, middle initial, and last name)
Mr. / ~~Miss~~ / Mrs. Thomas R. Bray

B. Date NOV 5 1971 — 11-1-71

C. Telephone number: (Or No. where you can be reached) 585-6083

D. Address: (Number, Street, Apt. No.)
609 16th NE
(City, County, State, ZIP Code)
Salem Oregon 97301.

E. Check one of these boxes
☐ Present employee of establishment ☑ Former employee of establishment ☐ Job Applicant ☐ Other (Specify: relative, union, etc)

2. ESTABLISHMENT INFORMATION

A. Name of establishment
Cushing Bros. Inc.

B. Telephone Number
585-4000

C. Address of establishment: (Number, Street)
1735 Capitol N.E.
(City, County, State, ZIP Code)
Salem Oregon

D. Estimate number of employees
6-12

E. Does the firm have branches? ☐ Yes ☑ No ☐ Don't know
If "Yes", name one or two locations:

F. Nature of establishment's business: (For example; school, farm, hospital, hotel, restaurant, shoe store, wholesale drugs, manufactures stoves, coal mine, construction, trucking, etc.)
Curbing, Storm Sewer, Sewer, Sidewalk Contractors

G. If the establishment has a Federal Government or federally assisted contract, check the appropriate box(es).
☐ Furnishes goods ☐ Furnishes services ☑ Performs construction

H. Does establishment ship goods to or receive goods from other States?
☑ Yes ☐ No ☐ Don't know

3. EMPLOYMENT INFORMATION

(Complete A, B, C, D, E, & F if present or former employee of establishment; otherwise complete F only)

A. Period employed (month, year)
From: 1967
To: Oct 1971 (If still there, state present)

B. Date of birth if under 19
Month _____ Day _____ Year _____

C. Give your job title and describe briefly the kind of work you do
Pipe Layer Laying Sewer & drain pipe

(Continue on other side)

D. Method of payment

$ 5.15 (Rate) per Hour (Hour, week, month, etc.)

E. Enter in the boxes below the hours you usually work each day and each week (less time off for meals)

M	T	W	T	F	S	S	TOTAL
							45

F. CHECK THE APPROPRIATE BOX(ES) AND EXPLAIN BRIEFLY IN THE SPACE BELOW the employment practices which you believe violate the Wage and Hour laws. (If you need more space use an additional sheet of paper and attach it to this form.)

- ☐ Does not pay the minimum wage
- ☐ Does not pay proper overtime
- ☐ Men and women perform equal work but do not get equal pay
- ☐ Discrimination against employee or applicant (40-65 years of age) because of age
- ☐ Employs minors under minimum age for job
- ☑ Does not pay prevailing wage determination for Federal Government or federally assisted contract
- ☐ Discharged employee because of wage garnishment (explain below)
- ☐ Excessive deduction from wages because of wage garnishment (explain below)
- ☐ Other (explain below)

Firm did Fed. assist jobs on Lancaster Rd., Hollywood Dist, Mission ST., Sewer lines for ~~Corvallis~~ Oregon State University at Corvallis. This work was partly paid for by Fed. Gov't. Contract.

No fringe benefits paid to most employees. Some employees hired at rates less than the going scales.

The Lancaster St. job was: Sewers = HUD, Storm drains + Curbs = Fed. Hwy Admin.

Mission ST. job was: Sewers = HUD

Hollywood Urban Renewal job was: HUD

OSU job was: Dept of Agri., Forestry

(NOTE: If you think it would be difficult for us to locate the establishment or where you live, give directions or attach map.)

FOR OFFICIAL USE ONLY

commercial property, neither

Oregon Statesman, Salem ---------- 12-4

The Expedient on Mission Street

The current widening of Mission Street in Salem has drawn complaints that it is being done with a substandard right-of-way and will result in a crowded, inadequate southern entrance to Salem, especially when compared with the new I-305 entrance from the north with its proposed parkway.

The Salem Area Traffic Study calls for a 120-foot right of way. Only an 80-foot strip is being used. Into it will be jammed a four-lane road with a turning lane at 25th street. There will be no divider strip or parkway.

The cause of this expedient project is instructive in showing how the best laid plans of planners go awry. The Mission street exit from the Freeway attracts all the traffic from the north, bound for the fast-developing South Salem area. Added to this is the Santiam traffic for most of Salem.

A large fraction of the in-bound traffic on Mission wants to turn left at 25th street, around the airport. There's the bottleneck. In recent years, 25th and Mission has seen traffic jams up to 20 and 30 minutes long during rush hours. The accident rate in that sector has skyrocketed. Something had to be done.

The state refused to consider taking jurisdiction, even though it is obvious that the public is using Mission as an extension of Santiam Highway 22. Unlike I-305, the Mission street route is not part of the federal system and eligible for federal largess.

So the city had to fall back on a special federal aid program designed for such emergency conditions. The state helped. By cutting corners and using a narrow right-of-way, the city was able to proceed with the project, financed 60 per cent by the federal government, 20 per cent by the state and 20 per cent by the city. It is not the parkway entrance which was envisioned, but it is the best alternative available to meet a traffic crisis.

This "solution," however, has within it the seeds of a similar traffic crisis just a few years from now when the volume of traffic overwhelms this present expansion. And when that happens, it will cost far more to redo the project than it would cost to do it right the first time.

The voters of Salem had an opportunity, about five years ago, to avert such expedients as the Mission street project by authorizing a $350,000 a year levy mainly for street improvements. The measure was turned down.

Local government faces the lion's share of the nation's growth problems with only a dribble of its tax revenues. Future generations will look back on this era as one in which men laid grand plans for their cities and settled for answers which made a mockery of their planning.

Register-Guard, Eugene ---------- 1-6

Land-use planning needed, Clay Myers tells realtors

The "strongest bulwark" to protect against the expected population growth in Oregon is proper land-use planning and zoning, Secretary of State Clay Myers told the Eugene Board of Realtors Wednesday night.

Myers spoke at the annual installation banquet of the group.

Myers, a Republican who is expected to seek re-election to a second term this year, said recent slogans, spoofs and legislative activity reflect "increasing concern and uneasiness" among Oregonians about how to keep their state the way it is.

He cited Gov. Tom McCall's 1970 re-election slogan of "Keep Oregon, Oregon" and the recent high interest in the James G. Blaine Society. He also pointed to legislative cuts in the advertising budget (to promote tourism) to the State Highway Division.

"The feeling now is protectionist, almost isolationist," Myers said. "We have a good thing going for us, the way Oregon is, and we want to keep it and preserve it.

"We know that more people — influxes of population — mean pressures on our resources, conversion of agricultural land into residential or commercial property, height could, but I'm afraid the word is already out."

Myers mentioned a recent poll showing 29 per cent of the California public would like to leave that state and that Oregon was their first choice of a new home.

"The present population of California is about 20 million people and 29 per cent of that is almost 6 million," he said. "Speculate for a moment about what might happen to Oregon if even a small percentage of that unhappy 6 million carried out their desire to move to Oregon during the next few years."

"It would mean chaos," he said. "And, of course, California is just one of many states in the nation whose residents are dissatisfied and upset over the deterioration of their environment and living conditions. Add those potential immigrants to the number of Californians who are already eyeing Oregon, and you get a feel for the enormity of the problem ahead of us."

Myers said state projections now indicate that Oregon's population will increase by about one-half — roughly a million people — by the end of this decade, mostly in the Willamette Valley.

"We have no better instruments available to us for helping 1971, deadline for developing their own planning and zoning ordinances, but that many did.

He said the principal reason cities or counties failed to meet the deadline was "hostility to the basic idea of planning and zoning."

Myers said such hostility is rooted in the "rugged individualism" which settled the state and permitted a man to do with his property what he wanted.

"But times have changed," he said. "There are too many of us now, and we live too close together, to permit absolute self-determination about land-use any longer. We can lament for the passing of that era, but it is long since gone and the humane mind cannot envision a time on this earth when it is likely to return."

He added: "It is no longer a property owner's prerogative simply to build a tannery on his land if he wants to — and the reason is .... because we, you and I, might live across the street or next door."

Another obstacle in planning for the growth of the state, Myers said, is the multiplicity of conflicting and overlapping authorities.

"Within the Willamette Valley alone," he said, "there are 239 separate units of local govern-

Outlook, Gresham 1-6

An Accident that Didn't Happen

Every holiday season, it's habitual for news media to chronicle the number of highway deaths, the number of serious accidents.

For a change, a welcome change, this time we'd like to talk about an accident which didn't happen. Didn't happen because of some foresighted planning by the State Highway Dept.

Two days before Christmas, an eastbound car driven by a Gresham man, 54-year-old Frank Crawford of 512 SE 208th, swerved from the Banfield freeway at 102nd straight toward a concrete abutment.

This same abutment has been the site of numerous accidents in the past, several of them fatalities.

Because of the frequency of accidents there and because of the destructiveness of the high-speed impact, the Highway Department recently decided to try something different. A series of plastic tubs, perhaps twice the size of an oil barrel, were filled with sand and placed as a protective barrier in front of the abutment.

The theory, of course, was that a car might smash into the tubs and scatter the sand. But the impact would be vastly less than if the car would crash into solid concrete.

This is precisely what happened to Crawford. His car did smash into the tubs; the sand was scattered. His car even carried up over the tops of the tubs. But it stopped short of the abutment. Crawford's injuries were listed in the police report as not even serious enough to require hospitalizaion.

The State Highway Dept. has been experimenting with this type of safety engineering throughout the state. Wherever possible, it is seeking to lessen the possibilities of fatal impact once a car leaves the highway.

Obviously, not every accident can be prevented. But safety engineering can help to minimize the seriousness of those which do occur. This is a very wise investment of Highway Dept. funds.

DEPARTMENTAL OBJECTIVE 2

Democrat Herald---1-6

Baker

Bottles, cans contribute most to litter

SALEM—A survey of 87 section crew foremen conducted by the Oregon State Highway Division during its summer litter cleanup program indicates that bottles and cans contribute 62 percent of the total volume of litter along state highways.

The foremen were asked independently to judge the percent by volume, not by number of pieces, of litter made up by bottles and cans.

Statewide, they reported that the volume of bottles totaled 22 percent of the litter, cans equaled 40 percent, and remaining

DEPARTMENTAL OBJECTIVE 2

File copy

RECEIVED
DEC 13 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 8, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5028(1)
Mission Street SE. at 25th Street SE. (Salem) Section
State Force Order No. 2
Total Estimated Amount of The Order - $250
Federal Participation - $150

Reference is made to Mr. Young's letter of November 30 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost for striping. The estimated total costs of the work to be done under this order is $250 with Federal participation of $150.

Enclosure
State Force Order No. 2

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Orig To Const
cy Bill
12-10-71

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-195 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-19-71
Contingent upon modification of project agreement if additional funds are required

BY [illegible] Contract No. 7622 Dist. Engineer

TITLE

Order No. 12-62-71

DATE

FEDERAL HIGHWAY ADMINISTRATION

Section MISSION STREET SE @ 25th STREET SE (Salem) Date November 22, 1971

Highway City Street in City of Salem F.A.P. No. [illegible] T-5028(1)

County Marion Prefix 24-0602 Account No. 274-02

Description of Work To Be Done:

Temporary striping for traffic control.

Location by Station Numbers:

Entire Project

Estimate of Quantities and Costs:

Materials -------- $250.00

Explanation:

Temporary striping necessary to guide traffic during construction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 416,324.81
Present estimate of project cost, including $ 250.00 for work under this order	$ 416,324.81
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For— Construction Engineer or Bridge Engineer

Approved: R. D. [illegible] Construction Engineer
Program and Planning

RECEIVED
DEC 1 - 1971
FOR FILING

T.5028(1)
7622

November 30, 1971

Fed.-aid Proj. No. T-5028(1)

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2, Contract No. 7622, covering temporary striping for traffic control on the Mission Street S.E. at 25th Street S.E. (Salem) Section in Marion County.

This Order covers the placement of temporary striping which is necessary to handle and protect traffic during construction of the project.

The estimated amount of this project is $250.00 with Federal participation in the amount of $225.00.

This work was tentatively approved by the Federal Highway Administration District Engineer, November 19, 1971.

Your approval as of November 19, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

EMW:bh

SALEM, OREGON
November 22, 1971

Contract No. 7622
Sidewalk Construction

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attn: Mr. John Bond

On September 10, 1971, we asked that you hold Price Agreement No. 1 in abeyance for the TOPICS project on Mission Street @ 25th Street.

The City of Salem on October 1, 1971 requested widening the sidewalk along the airport an additional 3 feet to accommodate a bikeway. The FHWA approved of this additional work October 20, 1971.

The attached letter from the City clears the way for proceeding with the sidewalk construction. However, they have requested that the contractor not undertake any work along the airport until the City has clearance for this area.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

Att.

cc: J. B. Boyd
E. J. Hall

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585 - 7500
ZIP CODE 97301
ENGINEERING DIVISION

November 11, 1971

RECEIVED
COUNTY & CITY SECTION
NOV 1 1971
SUPER. ☑ SUPR. CE AE UE
☑ UPE CE RE RPE

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Mission Street TOPICS Project

Dear Mr. Cox:

In accordance with your request, we are enclosing certified copies of Resolutions 71-266 and 71-287, which authorize this department to proceed with the construction of sidewalks along both sides of Mission Street in the vicinity of 24th and 25th Streets, S.E.

Also enclosed is a copy of Ordinance Bill No. 182. Section 101.100 allows bicycles to be ridden on any sidewalk except in the central business district. This ordinance has passed first reading, and it is anticipated that it will become law on December 8, 1971.

As specified in Resolution 71-266 the city will assess its portion of the 5 foot sidewalk width to abutting property owners. The additional 3 feet of sidewalk width needed for bikeway purposes will not be assessed to the abutting properties. Since it will be necessary for us to split out various costs in computing assessments for portions of the street, curb, and sidewalks, it is imperative that accurate records of the city's share of unit costs (excavation, backfill, paving, etc.) be maintained so that accurate assessments can be computed.

The enclosed map shows existing right-of-way lines, proposed right-of-way acquisitions, and locations and widths of sidewalks and bikeways. Within the next 30 days, we shall attempt to acquire an additional 3 feet of right-of-way from Ted Kightlinger on the south side of Mission Street between 25th Street and McNary Field, as shown on the map. We have also requested the

Federal Aeronautics Administration to approve relocation of the fence along the north line of McNary Field to a location approximately 20 feet south of the existing fence line. This will provide sufficient room for the proposed 8 foot wide sidewalk-bikeway with additional landscaping and green area. We shall advise you as soon as we have cleared with Mr. Kightlinger and FAA on the 8 foot wide bikeway construction. Until such clearance is obtained kindly advise the contractor not to construct any sidewalks south of Mission and east of 25th Street.

Thank you for your continued co-operation and consideration of this matter.

Very truly yours,

B. T. VAN WORMER
DIRECTOR OF PUBLIC WORKS

DJV/BTV/rd

Enclosures

cc: William Stark
David Vargas

F.D. Morgan
J.B. Boyd
E.J. Hall

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 71-266, declaring the intention of the City Council to construct sidewalks along both sides of Mission Street in the vicinity of 25th Street, adopted by the Council on September 27, 1971, has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of said Resolution No. 71-266; and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 71-287, directing the department of Public Works to proceed with the construction of sidewalks along Mission Street in the vicinity of 24th and 25th Streets, adopted by the Council October 26, 1971, has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of said Resolution No. 71-287.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 17th day of November, 1971.

Betty J. Marsh
City Recorder

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COUNTY & CITY SURVEY
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COUNTY & CITY SECTION
NOV 12 1971
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RESOLUTION NO. 71 266

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

Section 1. That the Common Council hereby declares it to be necessary and expedient that new sidewalks be constructed within the corporate limits of the City of Salem, Oregon upon and along the north side of Mission Street from 24th Street to approximately 522 feet easterly of 25th Street and along the south side of Mission Street from approximately 170 feet west of 25th Street to approximately 550 feet east of 25th Street.

Section 2. That the Common Council of the City of Salem hereby finds the plans, specifications and estimates of the director of public works for the sidewalk construction described in Section 1 which were filed with the office of the city recorder, September 27, 1971 to be satisfactory, and the same hereby are approved and adopted.

Section 3. The Common Council hereby declares its purpose and intention to make said sidewalk construction and hereby declares that the character or kind of improvement which shall be made shall consist of sidewalks constructed of Portland cement concrete, five feet in width, all in accordance with the aforesaid plans and specifications, such improvement to be made at the expense of the abutting property.

Section 4. The city recorder hereby is directed to give notice of a hearing on the intention of the Council to cause the construction of said sidewalks and to hear all objections, if

SEP 30 1971
BY: RSM

any there be, against said construction. Said notice to be published in a daily newspaper in the City of Salem, Oregon not less than ten days prior to the date of the hearing and also said notice to be served upon the record owners of the property liable to be assessed for the sidewalk construction by mail addressed to the last post office address of such owner known to the recorder.

ADOPTED by the Common Council this 27th day of September, 1971.

ATTEST:

CITY RECORDER

RESOLUTION NO. 71 287

WHEREAS, on September 27, 1971 the Common Council adopted its Resolution No. 71-266 declaring it to be necessary and expedient that Portland Cement Sidewalks be constructed along the north side of Mission Street from 24th Street to approximately 522 feet easterly of 25th Street and along the south side of Mission Street from approximately 170 feet west of 25th Street to approximately 550 feet east of 25th Street, which resolution directed the city recorder to give notice of a public hearing before the council to hear objections, if any there be, to the construction of said sidewalk; and

WHEREAS, it now appears that due notice of the public hearing to be held before the council October 11 was given by the city recorder as directed in said resolution, it appearing to the council that the notice was given for the prescribed length of time, and in full conformity to the Charter of the City of Salem; and

WHEREAS, a public hearing has been held before the council on the above date as provided in the aforesaid resolution and notice, at which time all persons desiring to be heard in connection with the proposed improvement were notified to appear and to state any objections that they may have to the making of the proposed improvement; and

WHEREAS, after the close of such public hearing the common council deems it necessary and expedient that sidewalks be constructed in accordance with the resolution adopted aforesaid, no valid objection having been made to the proposed improvement; NOW, THEREFORE

APPROVED AS TO FORM

OCT 22 1971

BY: RSM

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the department of public works of the City of Salem proceed to cause the construction of new Portland Cement Sidewalks in accordance with the provisions of Resolution No. 71-266 upon and along both sides of Mission Street in the vicinity of 24th and 25th Street.

ADOPTED by the Common Council this 26th day of October, 1971.

ATTEST:

CITY RECORDER

BILL NO. 182 A BILL FOR ORDINANCE NO.

AN ORDINANCE relating to bicycles; adding new provisions to Chapter 101 of the Salem Revised Code; amending Sections 101.010, 101.020, 101.060 and 101.070, and repealing Section 101.080 thereof.

BE IT ORDAINED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

Section 1. That Section 101.010 of the Salem Revised Code is hereby amended to read as follows:

101.010. REGISTRATION OF BICYCLES. Every owner of a bicycle who resides within the City of Salem, Oregon, shall be entitled to register said bicycle with the finance department by making application and paying a one dollar ($1.00) fee.

Section 2. That Section 101.020 of the Salem Revised Code is hereby amended to read as follows:

101.020. REGISTRATION APPLICATION. Application for registration of a bicycle shall be made on a form provided by the finance department of the City, and shall, among other things, contain the name and address of the owner of the bicycle. Upon registration and payment of the one dollar fee, the owner of the bicycle shall be assigned a registration number, which number shall be permanently placed on the bicycle by a dye stamp process.

Section 3. That Section 101.060 of the Salem Revised Code is hereby amended to read as follows:

101.060. RIDING MOTORCYCLES ON SIDEWALKS OR IN PARKS. It shall be unlawful for any person to ride a motorcycle upon any sidewalk or in any public park in the city; provided, that this section shall not apply to paths duly constructed for that purpose.

Section 4. That Section 101.070 of the Salem Revised Code is hereby amended to read as follows:

101.070. MOTORCYCLES NOT TO BE LEFT ON SIDEWALKS. It shall be unlawful for any person to leave a motorcycle either standing or lying down upon any sidewalk.

Section 5. That Chapter 101 of the Salem Revised Code is hereby amended by adding thereto the following new sections:

101.090. TRAFFIC LAWS APPLY TO RIDING BICYCLES. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic laws of this city applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions of laws which by their nature can have no application.

101.100. RIDING BICYCLES ON SIDEWALKS. (a) It shall be unlawful to ride a bicycle upon a sidewalk within that area bounded by Front Street on the west, save and except the bridges, Cottage Street on the east, Union Street on the north and Trade Street on the south.

(b) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian.

101.110. RIDING ON STREET AND BICYCLE PATHS. (a) Every person operating a bicycle upon a two-way street shall ride as near to the right-hand side of the street as practicable, and on a one-way street, he shall ride to the extreme curb side of the traffic lane and with the direction of travel designated for that lane. If the curb lane is designated for "left turn" or "right turn" only, and the operator is not intending to turn, he shall operate in the through lane.

(b) Persons riding bicycles upon a street shall not ride more than one abreast except on paths or parts of highways set aside for exclusive use of bicycles.

(c) Whenever a usable path for bicycles has been provided adjacent to a highway, bicycle riders shall use such path and shall not use the highway.

101.120. SPEED. No person shall operate a bicycle at a greater speed than is reasonable and prudent under the conditions then existing.

101.130. CARRYING ARTICLES. No person operating a bicycle shall carry a package, bundle or article which prevents him from keeping at least one hand upon the handle bars and having unhindered vision.

101.140. RIDING ON BICYCLES. (a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at any one time than the number for which said bicycle is designed and equipped.

101.150. PARKING OF BICYCLES. It shall be unlawful for any person to leave a bicycle upon any sidewalk, except in a bicycle rack. If no rack is provided, he shall leave the bicycle so as not to obstruct any roadway, sidewalk, driveway or building entrance, or leave it on private property without the consent of the person in charge or the owner thereof.

Section 6. That Section 101.080 of the Salem Revised Code is hereby repealed.

PASSED by the Common Council this _____ day of _____, 1971.

SIGNED by the Mayor this _____ day of _____, 1971.

Mayor of the City of Salem

ATTEST:

CITY RECORDER

5' SIDEWALK

PROPOSED STORM DRAINS

OPEN DITCH

STREET

33'

43'

15

70'

20

22'

PROPOSED CURB

8' P.C.C. SIDEWALK BIKEWAY

TAPER PAVEMENT 30:1 TO MATCH EXISTING PAVING

20' SIDEWALK-BIKEWAY EASEMENT

ACQUIRE ADDITIONAL 2' R.O.W.

RELOCATE AIRPORT FENCE 20' SOUTHERLY

SALEM AIRPORT

ADAMS ST.

23rd ST.

24th ST.

HELM ST.

25th ST.

50'

5' SIDEWALK

PROPOSED STORM DRAINS

PROPOSED CURB

OPEN DITCH

MISSION

5

33'

33'

70'

22'

TAPER PAVEMENT 30:1
TO MATCH EXISTING PAVING

EXISTING CURB

PROPOSED 66' IMPROVEMENT

5' SIDE

K-MART

RECEIVED
OCT 8 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5028(1)
7622

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 7, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Additional Sidewalk Construction
Mission St. @ 25th St. T-5028(1)
City of Salem

Dear Mr. Simpson:

On August 30, 1971, you agreed that sidewalks were needed along the subject project for pedestrian safety and that their construction is eligible for Federal participation.

The City of Salem is now inquiring if the Federal government would participate in widening the proposed sidewalks an additional three feet to accommodate a bike-way along the southerly side of Mission east of 25th Street. This request is fostered by the recent surge of public interest in Oregon of providing safer alternate facilities for bicycles.

Salem has an approved Bike Trail System and includes this portion of Mission Street. We understand that the City is considering an ordinance allowing bicycles to utilize sidewalks outside the C.B.D. area.

We request your concurrence to add this additional three foot widening to your August 30, 1971 approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By Richard Ulmer

for H. S. Cox
County and City Engineer

RU:ljt

cc: F. B. Klaboe
F. B. Crandall
F. D. Morgan
L. H. Young
J. B. Boyd

F. B. KLABOE

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

T
Bikeway

City of SALEM, OREGON

DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

ENGINEERING DIVISION

October 1, 1971

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: Mission and 25th Street TOPICS Project

In accordance with your request, we are enclosing a copy of Resolution No. 71-266, which declares the City Council's intention to construct sidewalks on both sides of Mission Street within the TOPICS Project limits.

The question has now arisen: may we construct an 8 foot wide sidewalk along the south side of Mission Street adjacent to the city airport? Our reason for requesting an additional 3 feet of sidewalk width is to allow the sidewalk to serve both as a pedestrian walkway and a bike-way. Ideally, we would need an 8 foot wide sidewalk along the entire south side of Mission Street; however, the city does not own the necessary right-of-way at this time.

Please advise if the state and federal governments will agree to participate in the additional 3 feet of sidewalk required for the bike-way. If your response is favorable, we shall proceed immediately to request the necessary FAA concurrence.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
DIRECTOR OF PUBLIC WORKS

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COUNTY & CITY SECTION
OCT - 5 1971
☑ ENGR. ☑ COOR. ☐ CC ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

DJV/BTV/rd

Enclosure

cc: R. S. Moore
William Stark
David Vargas

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 71-266 adopted by the Council on the 27th day of September, 1971 has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of said Resolution No. 71-266.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 4th day of October, 1971.

Betty J. Marsh
City Recorder

RECEIVED
COUNTY & CITY SECTION
OCT - 5 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RESOLUTION NO. 71 266

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

Section 1. That the Common Council hereby declares it to be necessary and expedient that new sidewalks be constructed within the corporate limits of the City of Salem, Oregon upon and along the north side of Mission Street from 24th Street to approximately 522 feet easterly of 25th Street and along the south side of Mission Street from approximately 170 feet west of 25th Street to approximately 550 feet east of 25th Street.

Section 2. That the Common Council of the City of Salem hereby finds the plans, specifications and estimates of the director of public works for the sidewalk construction described in Section 1 which were filed with the office of the city recorder, September 27, 1971 to be satisfactory, and the same hereby are approved and adopted.

Section 3. The Common Council hereby declares its purpose and intention to make said sidewalk construction and hereby declares that the character or kind of improvement which shall be made shall consist of sidewalks constructed of Portland cement concrete, five feet in width, all in accordance with the aforesaid plans and specifications, such improvement to be made at the expense of the abutting property.

Section 4. The city recorder hereby is directed to give notice of a hearing on the intention of the Council to cause the construction of said sidewalks and to hear all objections, if

RECEIVED
COUNTY & CITY SECTION
OCT - 5 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

any there be, against said construction. Said notice to be published in a daily newspaper in the City of Salem, Oregon not less than ten days prior to the date of the hearing and also said notice to be served upon the record owners of the property liable to be assessed for the sidewalk construction by mail addressed to the last post office address of such owner known to the recorder.

ADOPTED by the Common Council this 27th day of September, 1971.

ATTEST:

CITY RECORDER

FORM E-50 (REV. 10-69)
NOV 3 - 1971
FOR FILE
T-5028(1)
7622

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 2, 1971

To: F. B. Klaboe
Asst. Highway Engineer

SUBJECT: Interconnect Circuits
25th and Mission Streets
Airport Road and Mission Street

You recently requested that this office investigate the possibility of interconnecting the traffic signal at 25th and Mission Streets with one to be installed at Airport Road and Mission Street.

It does not appear that any advantage to traffic operation could be realized by interconnecting the two signals. The distance between the two intersections is over 2500 feet which precludes any orderly platoon movement of traffic. The operational problems involved in interconnecting a five-phase controller with a three-phase controller are such that no traffic advantage is realized.

Based on these problems, interconnect circuits between these two locations will not be installed at the present time.

L. E. George
Operations Engineer

LEG:lp
cc: J. B. Boyd
Bob Judson

NOTED
F. B. KLABOE

RECEIVED
NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

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COUNTY & CITY SECTION
NOV 1 - 1971

REGION 2 ENGINEER
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OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
October 28, 1971

Mr. B. D. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Att: Mr. David Van Dyke

Re: Mission St., SE @ 25th St., SE
City Street in City of Salem
Marion County
Contract No. 7622

Per your request, I am listing herewith the number and amount of change orders or increases in bid item quantities which are reducing the contingency fund on the above mentioned project.

Item 17 - 24" Sewer Pipe Approximately 80 feet additional will be required for crossings of Mission at 25th and Sta. 33+50.	$ 1,000.00
P.A. #1 - Construction of P.C.C. Sidewalk	6,050.00
P.A. #2 - Perform Dust Control Work	144.00
P.A. #3a- Install Conc. Blocks on Ditch Slopes	4,800.00
P.A. #3b- Construct Concrete Ditch Bottom	660.00
P.A. #4a- Const. Sloped End Section with End Plug	250.00
P.A. #4b- Construct Paved End Slope	150.00
P.A. #5 - Asphalt in Tack Coat	1,230.00

This leaves approximately $2,200 in the contingency fund. If the extra width sidewalk east of 25th Street is approved, it is estimated the cost will be $1,000.

This completes the list of present and/or anticipated expenditures which will reduce the contingency fund. As other changes occur, you will be kept informed.

E. J. Hall
Resident Engineer

By:
David A. Haug
Office Engineer

cc: file
J.B. Boyd
ll Morgan & Cole

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 20, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5028(1)
Mission Street at 25th Street - Salem
Additional Sidewalk Construction

As requested in Mr. Unrein's October 7 letter it is agreed that it is desirable to add an additional 3 feet of width to the sidewalk on the southerly side of Mission Street to accommodate a bikeway provided the use of sidewalks by bicyclists is not contrary to city ordinance.

You are authorized to add this additional work subject to the above condition.

RECEIVED
COUNTY & CITY SECTION
OCT 27 1971
ENGR. ✓ RE ✓ RPE
UPE ✓ CE RE RPE

RECEIVED
OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

10-27-71
RETURNED TO
Unrein

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

SITE COPY

FORM PR-33A (REV. 3-68) CC: OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
8	1	Marion	Oregon

Date of Inspection	Inspection Made By	Project No.
9-29-71	J. R. Schultz, Area Engr	T-5028(1)

In Company With
G.W.Wimer,Reg Const Engr & E.J.Hall, Res Engr OSHD: J.Bartholomew, Trainee

COPY SENT

Location
Mission St. at 25th St. S.E. in Salem, OR

OCT 21 1971

REGIONAL OFFICE

Contractor Name and Address
Cushing Bros., Inc., 1735 Capitol St., Salem, OR

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-17-71	$338,076	300 Cal days	8-28-71	8-30-71

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	8 %	10

Roadbed (Width) 66 (Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading and Paving	6201	0.303	1 1/2	1 1/2	66

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1971
ENGR. COOR. CE AE
UPE CE RE RPE

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

MISSION ST. S.E. AT 25TH ST. S.E.
CITY OF SALEM
Grading, Paving and Traffic Signal

1. INTRODUCTION:

This project consists of a fully actuated five-phase traffic signal, widening and channelization at the Mission St. and 25th St. intersection and immediate vicinity. The traffic signal installation is to be done by city forces. The contract work involves widening along Mission St. to provide for four lanes with left turn refuges. Widening will also be accomplished on 25th St. northerly of Mission to provide a right turn lane.

11/5/71 Cpy to Sargent Cof EJ Hall Gallagher Hatcher pd

2. WORK COMPLETED:

Drainage	30%
Grading	10%
Paving	3%

NOTED
TOM EDWARDS

3. WORK IN PROGRESS:

The contractor was excavating trench for 66" storm sewer with 3/8 cubic yard backhoe;
(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

and placing sewer pipe with 15 ton mobile crane near Sta 42+50. Also hauling and placing granular backfill around sewer pipe in place near Sta 39.

4. LABOR COMPLIANCE & EEO:

The project EEO file was reviewed. The prime contractor has designated an EEO officer. Copies of letters from the contractor to other interested agencies explaining his EEO policy were also on file. There have been no significant problems regarding payrolls and labor compliance.

5. SUBCONTRACTS:

Consent has been given to subcontract the base and paving items to D&D Paving Company, Inc. of Salem, Oregon. The work amounts to 32% of the contract.

6. PRICE AGREEMENTS & EXTRA WORK ORDERS:

Price Agreement No. 1 is for construction of concrete sidewalks which were excluded from the plans for reasons explained in Area Engineer Renz's August 30 memo. Estimated cost of the work is $6,050. Approval for participation is recommended.

Price Agreement No. 2 covers the cost of furnishing and placing PS-300 oil dust pallative on shoulders where traffic is being diverted during ditch construction. Cost of $144 is more economical than continued use of water. Approval for participation is recommended.

Price Agreement No. 3 provides for construction of a poured concrete outlet ditch bottom with concrete block slopes between Sta 27+50 and 30+30$_{x}$ to control erosion at the storm sewer outlet. Estimated cost is $5,460. Approval for participation is recommended.

Extra Work Orders No. 1 and No. 2 have been issued to cover flagging and erosion control costs respectively.

Tentative advance approval was given for a special sloped end section for the inlet end of the storm sewer. Estimated cost is $400.

7. MATERIALS:

Inspection and test reports on the concrete sewer pipe were reviewed. Reports were on file covering all pipe delivered to the project. Cylinder break reports indicated the concrete is meeting strength requirements.

(more)

8. OTHER COMMENTS:

Project plans call for handling traffic in a stage construction sequence. Stage II diverts traffic to the south side of Mission St. while construction of the north side is being completed; Stage III is vice versa. The contractor has proposed placing full width asphalt concrete to the bottom of the curb grade instead of Stage II for traffic through the winter season. The State engineers indicated they would accept this proposal providing that 9" of asphalt concrete base is placed for traffic. This would require some exchange of concrete for asphalt around the curb section at contractor's expense. Our concurrence was requested and was given on the basis that the plan will provide better service to the traveling public at no increase in cost.

RECEIVED
OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 107039

FORM A-190 (8-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-10-71	CC 1073		1-360?-29?

- City of Salem
- City Hall
- Salem, Oregon 7?01

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: D.T. VanWormer, Director of Public Works			
Advance Deposit			52,400.00
Partial transfer of advance deposit for construction of the Mission Street and 25th Street Section Topics project in the City of Salem. Contract No. 7622. Covered by agreement dated 8-17-61.			40,000.00
To be retained			12,400.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
COUNTY & CITY SECTION
SEP 13 1971
☑ ENGR. ☑ COOR. ☑ LE ☒ TE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

bc J. B. Boyd
F. D. Morgan - hold price agreement until City concurrence is received.
L. H. Young

September 10, 1971

Mr. Robert S. Moore
City Manager
City Hall
Salem, Oregon 97301

Dear Mr. Moore:

On August 23, 1971, the City of Salem requested that concrete sidewalks be added to the TOPICS Project T-5028(1) on Mission Street S.E. @ 25th Street S.E. The Federal Highway Administration on August 30, 1971, determined that this construction is eligible for Federal participation. We have negotiated a price agreement in the amount of $6,050 with the contractor for this work and will be submitting the price agreement to the Federal Highway Administration for their formal approval.

The negotiated price for 1,100 square yards of concrete sidewalks is $5.50/square yard. Your concurrence in this price agreement is requested.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:lat

cc: B. T. Van Werner

RECEIVED
SEP 9 - 1971
FOR FILING

FORM E-30 (REV. 10-69)

T-5028(1)
16.1.2

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

September 7, 1971

To: Mr. J. B. Boyd
Region II Engineer

S A L E M

SUBJECT: Sidewalk Construction
TOPICS Project T-5028(1)
Mission Street @ 25th Street
City of Salem

Federal Highway Administration approval has been received to include sidewalks in the subject project.

Attached is a copy of the Federal Highway Administration approval letter and a copy of the City of Salem's request which delineates the areas in which sidewalks are desired.

Please negotiate a price agreement with Cushing Brothers, Inc., for this addition to their contract.

It will be necessary to submit the price agreement to the Federal Highway Administration for review and approval before the contractor can proceed with sidewalk construction.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

Att.

cc: F. B. Klaboe
F. B. Crandall
F. B. Morgan
L. H. Young

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP°52479-734

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SEP 7 - 1971

For Fil... T-5028(1)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7622

DATE: August 30, 1971

In reply refer to: 08-35-EC

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5028(1)
Mission Street at 25th Street
Salem, Oregon
Sidewalk Construction

Reference is made to Mr. Cox's August 26 letter on the above subject.

We concur that sidewalks are needed along this project for pedestrian safety and that their construction is eligible for Federal participation. We would be pleased to review for approval, a price agreement adding them to the project.

9-2-71
REFERRED TO
Gregory - Cyl - Bergen

FBL

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
AUG 30 1971
FOR FILING

bc: F. B. Klaboe
F. B. Crandall
F. D. Morgan
L. H. Young
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 26, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

T-5028(1)
7622

Re: Sidewalk Construction
Mission St. @ 25th St. T-5028(1)
City of Salem

Dear Mr. Simpson:

The City of Salem has requested that five foot wide Portland Cement Concrete sidewalks be added to the construction of Contract No. 7622 on Mission Street S.E. at 25th Street S.E. This would place sidewalks adjacent to all permanent curbing between stations 36+00 and 47+00 on the north side of Mission Street, and between stations 39+75 and 48+50 on the south side of Mission Street.

These sidewalks are needed for pedestrian safety in this congested area. The present walkway along the southerly edge of Mission Street provides pedestrian access to Salem's Cascades Gateway Park. Construction of a new post office is planned in the northeast quadrant of this intersection which will generate considerable pedestrian traffic and the existing commercial business establishments in the southwest quadrant already add to the pedestrian traffic.

It is estimated that these sidewalks plus the construction of concrete driveways (7) where the construction plans indicate depressed curb cuts will cost approximately $6,000.

We request your concurrence to include these items in the Federal Aid participation and ask your approval to negotiate a price agreement with Cushing Brothers Inc. for their addition to the contract.

Very truly yours,

R. L. Porter
State Highway Engineer

By Richard Ulmer
for H. S. Cox
County and City Engineer

RECEIVED
AUG 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RU:ljt

Form E-123

25th St Channelization Costs

Sidewalk 1533' x 5 = 7665 Sq Ft = 852 Sq Yd @ $5.50 = $4,686.00

Driveway 7 = 1778 Sq Ft = 198 Sq Yd @ $7.00 = 1,386.00

Total $6,072.00

(8-26-71 by John Day) KH

T.

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

August 23, 1971

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RE: TOPICS Project, Mission Street at 25th Street, S.E.

Dear Mr. Cox:

Recently it has come to our attention that Federal guidelines allow pedestrian sidewalks to be included with other cost share items in TOPICS Projects. Such concurrent sidewalk construction would greatly increase pedestrian safety in this congested commercial area and accessway to Salem's Cascades Gateway Park.

As you know, the Salem City Council has a policy of constructing sidewalks adjacent to all improved streets, particularly the major thoroughfares such as Mission Street. Some years past, the city constructed a pedestrian walkway along Mission Street between 25th Street and Turner Road to provide pedestrian access to Cascade Gateway Park.

We therefore request that we be allowed to add five foot wide Portland Cement Concrete sidewalks adjacent to all permanent curbing to be constructed along Mission Street wherever there is sufficient right-of-way, specifically between stations 36 and 47 on the north side of Mission Street, and between stations 39 + 75 and 48 + 50 on the south side of Mission Street. If the sidewalks are authorized, it would be our recommendation to negotiate with Cushing Brothers for the addition of this item to their contract. The city would, of course, deposit 20 percent of the estimated sidewalk construction cost with the state as we have done on the remainder of the project.

Very truly yours,

B. T. Van Worm

B. T. VAN WORMER
Director of Public Works

DJV:bg
cc: B. J. Boyd, Regional Engr., OSHD
R. S. Moore, City Manager
W. E. Stark, Traffic Engineer
D. J. Vargas, City Engineer
R. Briscoe, Asst. City Manager

RECEIVED
COUNTY & CITY SECTION
AUG 25 1971
☑ ENGR. ☑ ... ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
SEP 7 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

T-5028(1)

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 26, 1971

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Re: TOPICS Project T-5028(1)
Mission Street @ 25th Street

Dear Mr. Van Wormer:

The Federal Highway Administration on August 17, 1971, granted authorization to proceed with the construction of the signal portion of the subject project with City forces.

You are hereby authorized to proceed with this TOPICS project as covered by the enclosed "Order for State Force Work" dated July 2, 1971, and the agreement dated February 16, 1971. Please reference your records to Prefix 24-0602 and Project No. T-5025(1).

Very truly yours,

R. L. Porter
State Highway Engineer

By
RICHARD BLADORN

NOTE
F. B.

for H. S. Cox
County and City Engineer

RB:ljt

bc: V. B. Klaboe
L. H. Young
F. D. Morgan
F. B. Crandall
J. B. Boyd

RECEIVED
AUG 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Form A-188 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. Contract 7622

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Mission Street S.E. @ 25th Street S.E. Date July 2, 19 71

Highway City Street F.A.P. No. TOPICS Project T-5028(1)

County Marion Prefix 24-0602 Account No. 235-270-01

Description of Work To Be Done:

Install fully traffic-actuated five-phase traffic signal.

APPROVED EFFECTIVE DATE 12-11-70
Contingent upon modification of project agreement if additional funds are required
BY D K Hanson
TITLE Dist. Engineer
DATE 29 JUL 1971
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

41+75, intersection Mission St. & 25th St.

Estimate of Quantities and Costs:

Complete traffic signal installation = $23,627.31

See attached estimate and specifications for breakdown.

Explanation: The force account method is considered to be in the public interest due to the anticipated savings in cost and due to the advantage of having the personnel responsible for maintaining the signals also dothe installation work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$	
Present estimate of project cost, including $23,627.31 for work under this order	$	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... for Construction Engineer or Design Engineer

Approved: ..... Construction Engineer

copy V. Skoog
8-4-71

RECEIVED
AUG 6 - 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

T-5028(1)
7622

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 29, 1971

In reply refer to: 08-35.DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5028(1), City of Salem
SE. Mission St. at SE. 25th St.
State Force Order No. 1
Federal Participation: $14,176.39

Reference is made to your letter dated July 13, 1971 concerning the use of the force account method for installing the traffic signals on this project.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

> The force account method is considered to be in the public interest due to the anticipated savings in cost and due to the advantage of having the personnel responsible for maintaining the signals also do the installation work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is enclosed.

Enclosure
SFO No. 1

cc:
Region (08-00.34), 2 cys,
w/2 cys OSHD ltr & 1 cy SFO

RECEIVED
AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

JUL 6 1971
ROUTING
ASCUA ☐ WIMER ☐ HOPKINS ☐

Order for State Force Work

Contract No. ☐

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Mission Street S.E. @ 25th Street S.E. Date July 2, 1971

Highway City Street F.A.P. No. TOPICS Project T-5028(1)

County Marion Prefix 24-0602 Account No. 285-276-01

Description of Work To Be Done:

Install fully traffic-actuated five-phase traffic signal.

APPROVED EFFECTIVE DATE 12-11-70
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hansen
TITLE Dist. Engineer
DATE 29 JUL 1971
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

41+75, intersection Mission St. & 25th St.

Estimate of Quantities and Costs:

Complete traffic signal installation = $23,627.31

See attached estimate and specifications for breakdown.

Explanation: The force account method is considered to be in the public interest due to the anticipated savings in cost and due to the advantage of having the personnel responsible for maintaining the signals also dothe installation work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$	
Present estimate of project cost, including $23,627.31 for work under this order	$	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: E. J. Hall — Resident Engineer

Approval Recommended: J. B. Bryant — Regional Engineer

Approval Recommended: [illegible] — Asst. Construction Engineer or Bridge Engineer

Approved: [illegible] — Construction Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Prefix 24-0602
FAP T-5028(1)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 1 covering furnishing and installing a fully actuated five-phase traffic signal by the City of Salem on the Mission Street, S.E. at 25th Street, S.E. (Salem) Section in Marion County.

The work by the City of Salem will be performed on a force account basis. The force account method is considered to be in the public interest due to the anticipated savings in cost and due to the advantage of having the personnel responsible for maintaining the signals also do the installation work.

The estimated total cost of the work to be done under this order is $23,627.31 with Federal participation of $14,176.39. Reimbursement on a force account basis is requested.

This work was tentatively recommended for approval by you on December 11, 1970.

Your approval as of December 11, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

Form 8-123

RECEIVED
AUG 25 1971
FOR FILING

I-5028(1)

7622

August 25, 1971

Cushing Bros., Inc.
1735 Capitol Street
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7622 for work on Mission Street, S. E. at 25th Street, S. E. in the City of Salem in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
J. R. Boyd
E. J. Hall

RECEIVED
AUG 25 1971
FOR FILING

T-5138(1)
7622

August 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: TOPICS Annual Report to Congress
Your Reference: 08-35-EC/710.14

Reference is made to your August 16 letter requesting information on the evaluation of TOPICS projects in the state of Oregon. We presently are not far enough along with the TOPICS program to develop evaluation of projects. There are thirteen physical TOPICS projects under contract amounting to approximately $1,370,000 in total project costs. Some of these projects are not dramatic in character but are needed improvements for the safe and efficient flow of traffic in our urban areas.

Two of the TOPICS projects under contract should produce substantial improvements in traffic flow and safety, and are expected to be quite noticeable to the traveling public. These are the Pacific Highway West at Prairie Road and Roosevelt Boulevard project in Eugene and the Mission Street at 25th Street project in Salem. We are enclosing a narrative description of each project along with "before" photographs which depict the peak-hour problems at these locations. Upon completion of these two projects, we plan to prepare a total evaluation of their benefits to improved traffic flow and safety.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. H. Young
H. S. Cox

RU:lat srb

Encs.

TOPICS

CITY OF SALEM

PROJECT: S.E. Mission Street @ S.E. 25th Street, T-5028(1).

CONTRACT NO: 7622 (Grading, paving, and signals)

COMPLETION DATE: July 1972

TOTAL ANTICIPATED COST: $423,000 (Federal $254,000, City $84,500, State $84,500)

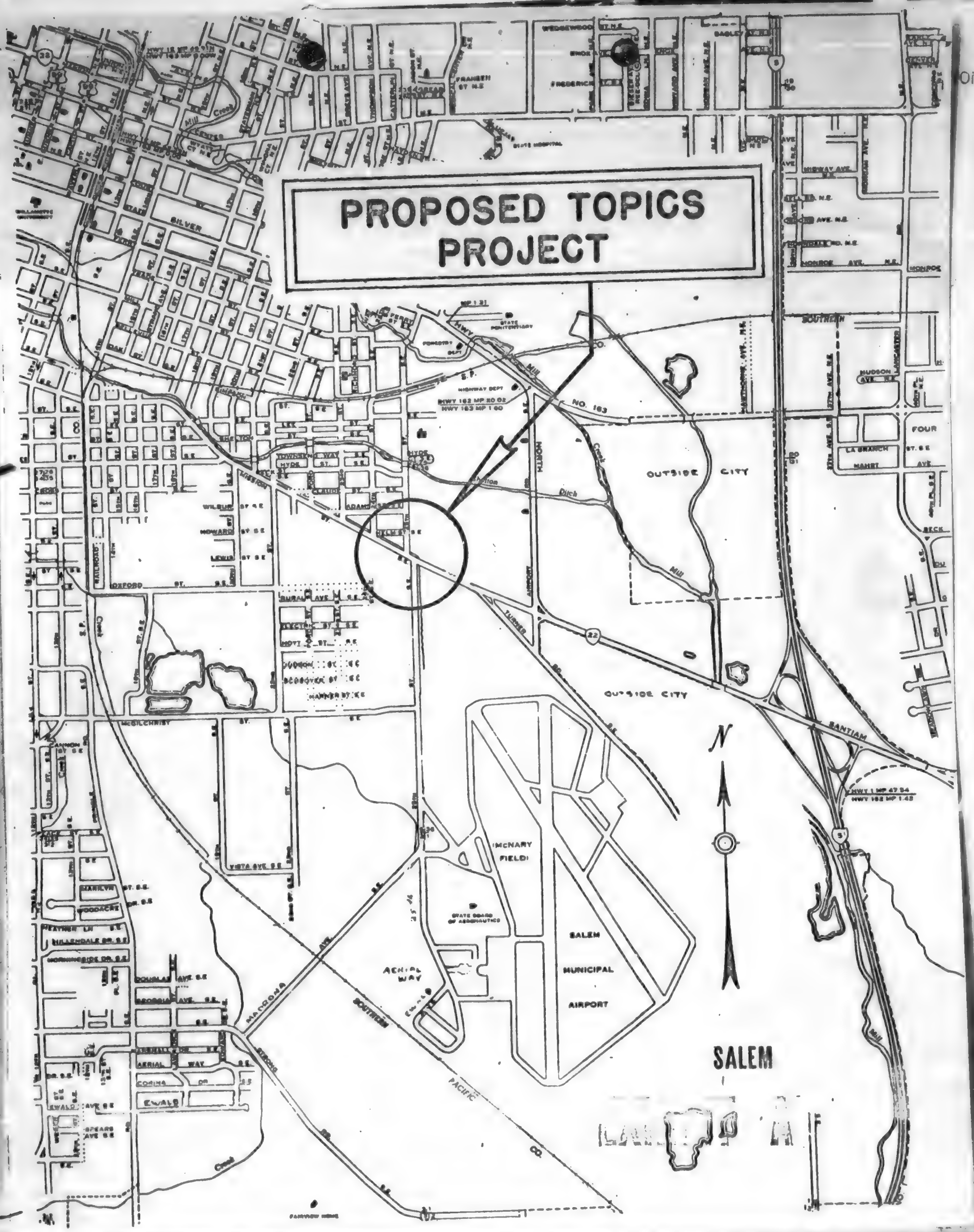
EXISTING CONDITIONS: Mission Street is a narrow two-lane urban arterial with an ADT in excess of 14,000. 25th Street is the first north-south street westerly of the Salem Municipal Airport which lies southerly of Mission Street. 25th Street has an ADT of 8,000 and is a two-lane facility northerly of Mission Street and a four-lane facility southerly of Mission Street. A two-phase traffic signal provides traffic control at the intersection of Mission Street and 25th Street. Capacity at this intersection is severely reduced during peak hours when one-third of the westbound vehicles on Mission Street make a left turn from this two-lane facility onto 25th Street. A very large and deep drainage ditch just off the northerly pavement edge of Mission Street presents a roadside hazard and adds greatly to the cost of the intersection improvements.

CORRECTIONS: The drainage ditch along Mission Street is being placed underground and Mission Street is being widened to a 66' curbed section through the intersection area which will provide four through traffic lanes and separate left turn lanes. A modern fully traffic-activated signal will replace the present signalization.

EXPECTED BENEFITS:

1. Increase peak hour capacity
2. Reduce traffic delays and travel time
3. Remove roadside hazard
4. Improve traffic safety

PROPOSED TOPICS PROJECT



Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. R. Unrein

DATE: August 16, 1971

In reply refer to: 08-35-EC/
71C.14

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klamath
cpe
Eric
8-17

SUBJECT: TOPICS Annual Report to Congress

Enclosed is a memorandum from Mr. Lacy requesting information on TOPICS projects. The information desired includes narratives, evaluations, drawings, photographs, and news clippings concerning projects which illustrate results of the TOPICS program. Please provide any information available by August 27.

Enclosure

RECEIVED
STATE HIGHWAY DIVISION
AUG 17 1971
OFFICE OF

RECEIVED
COUNTY & CITY SECTION
AUG 18 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: JUL 30 1971

TO : All Regional Federal Highway Administrators
Regions 1 - 9

In reply refer to: TO-11

FROM : Original Signed by J. D. Lacy
J. D. Lacy, Director
Office of Traffic Operations
Washington, D.C. 20590

SUBJECT: TOPICS Annual Report to Congress

Section 135(d), Title 23, United States Code, requires the Secretary to report annually on projects approved under the TOPICS program.

As of June 30, 325 TOPICS physical improvements had been authorized for construction and 52 projects (including three by other than TOPICS funds) had been reported as constructed. For this issue of the Annual Report, we should like to focus on TOPICS projects that are completed or underway and the acceptance of the program by the local communities. Accordingly, we would appreciate receiving narratives, evaluations, drawings, photographs and news clippings concerning selected actual projects which illustrate the TOPICS concept, needs and benefits, as well as the attitudes of local officials and the public toward TOPICS.

A number of TOPICS projects have been generated through cooperation with the Model Cities Program or other urban improvement programs. We would particularly appreciate receiving information about these projects.

Before and after photographs would be especially appreciated. To the extent possible, photographs should show the actual conditions which the TOPICS project was designed to improve so that a minimum of explanatory information is necessary. Experience has shown this is best achieved by taking photographs during peak hours from a higher elevation. A short narrative description of the project containing data on cost and why it was needed should be included with the photographs.

Accordingly, the division offices are requested to furnish the above discussed kinds of material for possible use in the "Annual TOPICS Report" through their regional offices to the Office of Traffic Operations by September 1.

cc: RFHWA Ralph M. Phillips
Portland, Oregon

RECEIVED
COUNTY & CITY SECTION
AUG 18 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ RE ☑ OE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-81		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
6	*(PPM 21-7)*	Marion
	8-23-71	PROJECT NO.
		T-5028(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Mission St. at 25th St. S.E.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	11-24-70	0.303
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-71	0.303
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 416,587.00	$ 264,739.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Floyd P. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer AUG 23 1971

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 9-30-70. As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. T-5028(1)

MISSION STREET S.E. AT 25TH STREET S.E. (SALEM)

MARION COUNTY

Salem, Oregon, August 17, 1971

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 10,000.00
Type Code 6201			
Grading and Paving (Sta. 32+50 to Sta. 48+50)			
Temporary Protection and Direction of Traffic	All Required		$ 15,000.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	300 cu.yd.	3.00	900.00
General Excavation	5,200 cu.yd.	4.00	20,800.00
Granular Backfill Material	4,400 cu.yd.	4.00	17,600.00
Trench Excavation	3,800 cu.yd.	4.00	15,200.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	50 M-gal.	5.00	250.00
Aggregate Base	1,300 ton	5.00	6,500.00
Class "B" Asphalt Concrete Mixture	8,000 ton	8.00	64,000.00
Class "C" Asphalt Concrete Mixture	1,840 ton	8.00	14,720.00
Asphalt Cement in Mixture	630 ton	35.00	22,050.00
10-inch Sewer Pipe	270 lin.ft.	3.00	810.00
12-inch Sewer Pipe	165 lin.ft.	5.00	825.00
18-inch Sewer Pipe	58 lin.ft.	7.00	406.00
24-inch Sewer Pipe	120 lin.ft.	12.00	1,440.00
66-inch Sewer Pipe	2,400 lin.ft.	52.00	124,800.00
Concrete Manholes	2 only	800.00	1,600.00
Concrete Inlets, Type CG	15 only	150.00	2,250.00
Concrete Inlets, Type C with Basin	3 only	150.00	450.00
Concrete Inlets, Type D	1 only	200.00	200.00
Concrete Curbs	190 cu.yd.	46.00	8,740.00
Extra for Asphalt Curbs	750 lin.ft.	2.00	1,500.00
Adjusting Inlets	4 only	50.00	200.00
3/4-inch Electrical Conduit	60 lin.ft.	1.00	60.00
1-inch Electrical Conduit	1,850 lin.ft.	1.50	2,775.00
			$338,076.00

Flagging (60% of Contractor's Cost)	All Required	$ 4,000.00
Temporary Erosion Control	All Required	1,000.00
Install Permanent Signals (City of Salem)	All Required	26,549.00
		$ 31,549.00
	Subtotal	$369,625.00
	10% Engr. & Cont.	36,962.00
	Total	$406,587.00

Length of Project - -.- - 0.303 Mile
Cost of Roadway Per Mile- $1,341,871.29

Work Retained in Program Status

Pipe Bedding Materials	All Required	$ 100.00
	Subtotal	$ 100.00
	Engr. & Cont.	10.00
	Total	$ 110.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Engineering	$ 10,000.00	$ 6,354.00	$ 1,823.00	$ 1,823.00
Roadway	406,587.00	258,385.00	74,101.00	74,101.00
Subtotal	$416,587.00	$264,739.00	$75,924.00	$75,924.00
Retain in Program	$ 110.00	$ 68.00	$ 21.00	$ 21.00
Total	$416,697.00	$264,807.00	$75,945.00	$75,945.00

Sewer pipe method of measure has been corrected from ton to lin.ft. as it was shown in PS & E estimate.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7622
Prefix: 24-0602

MISSION STREET S.E. AT 25TH STREET S.E.

WORK BY CITY OF SALEM

Revise Traffic Signals at 25th and Mission Streets

Labor	$ 2,285.00
Material	21,276.00
Equipment	574.00
Overhead	2,414.00
Total	$26,549.00

RECEIVED
AUG 24 1971
FOR FILING

I-5028(1)

7622

August 17, 1971

Cushing Bros., Inc.
1735 Capitol Street
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on August 2, 1971, accepted your proposal for work on Mission Street, S. E. at 25th Street, S. E. in the City of Salem in Marion County for the sum of $338,076 and referred it to the State Highway Engineer with authority to award the contract as soon as approval is received from the Federal Highway Administration and the City of Salem and the City deposits $52,400.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7622.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 28, 1971.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hand, Assistant Secretary

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
J. B. Boyd
E. J. Hall
William Geibel (SAIF)

RECEIVED
AUG 17 1971
FOR FILING

T-5028(1)

7622

August 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1971, is requested in the award of contract for the Mission St. S.E. at 25th St. S.E. (Salem) Section, Project No. T-5028(1).

The contractor receiving the award is Cushing Bros., Inc., in the amount of $338,076.00, with Contract No. 7622 assigned. This bid was received on July 29, 1971 and awarded on August 16, 1971.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

ENGR. ✓ OPR. ✓ CE ✓ AE ✓ UE
OPE ✓ GE ✓ RE ☐ RPE ☐

Salem, Oregon
August 16, 1971

Mr. V. E. Skoog
Controller

BUILDING

Attention: Mr. John Herr

Advance Deposit
TOPICS Project T-5028(1)
Mission Street @ 25th Street
City of Salem

Herewith is the City of Salem's check No. 61170 in the amount of $52,400 which is the correct amount required as an advance deposit for the subject project. The contract is now clear for award.

Richard Unrein
Urban Engineer
County and City Section

RU:lat
Att.
cc: F. B. Klaboe
F. B. Crandall
F. D. Morgan
L. H. Young
J. B. Boyd

Check No. 61170 for $52,400

Rec'd 8/16/71 by _____

STATESMAN Aug. 12, 1971

Mayor Will Review Mission Street Job Before Pact Signed

By RON BLANKENBAKER
Staff Writer, The Statesman

Salem City Council has agreed to let a contract at $338,000 for the widening of Mission Street SE but Mayor Vern W. Miller said Wednesday that "because of controversy over the contract" he "wants to review the contract again before signing."

The project is to widen to four lanes the heavily traveled street from Ford Street SE east to the Salem Gun Club. State and federal funds are to pay [illegible] per cent of the cost.

But the contract was well over the city engineers' estimate of $284,000 and even a State Highway Division estimate of $305,000.

The difference between the city and state estimates upset some of the councilmen who commented about it at their informal Monday noon meeting.

State Figures Unknown

City Engineer David Vargas and Public Works Director B. T. Van Wormer explained to the council that the wide difference in the two estimates occurred because they did not know the state's projected costs at the time the city estimates were made.

Part of the "controversy" referred to by the mayor was the council's ignoring of a city staff recommendation to reject all bids because of the difference between estimates and the low bid, concern expressed by the city attorney that this might cause problems in the city's assessments to property owners, and fact that, by rebidding, construction of sidewalks could be included. Sidewalks are not part of the project as bid.

NOT TRUE

Oppose Rejection

But Cushing Brothers objected to the possible rejection of the bids and had their attorney, Bruce Williams, on hand to tell the council so.

Councilman Emerson Page agreed with the Cushing Brothers. He got backing from Councilman Meredith Mills who said rebidding the project would probably cost the city more than it would save.

City attorney William Jun[illegible] has explained that the problem created by estimates being far lower than bids is that affected property owners could later argue that they were misled by a low estimate and they might have spoken strongly against the project at the time of public hearings had the estimate been closer to the actual cost.

Assessed for 34 Feet

Although the street is being widened to 66 feet between curbs to allow for four lanes of traffic, plus a left turn lane, by city ordinance abutting property owners are assessed only for a 34-foot wide improvement, the width of a standard city street.

Based on the city's project estimates some months ago, the assessment was estimated to be $6 a lineal foot. At the public hearing July 20 this estimate was escalated to match the state's estimates and the assessment was recomputed at $9.50 a lineal foot. And now that the council has agreed to let the contract the actual assessment would be $9.55 a foot.

Also, the project does not include sidewalks which some of the council thought should be included if the project were to be rebid since the installation of sidewalks would appear inevitable with the city in the third year of a six-year program to sidewalk all improved streets.

Mayor Miller said Wednesday that although the council had voted to let the contract, he has requested a review of the entire project from City Manager Robert S. Moore. "I'm the one who is expected to sign the contract and the one to hear the squawks from the public when they don't like it," he said.

STATESMAN Aug. 13, 1971

Take Another Look

Salem Mayor Vern W. Miller is asking for a review before signing a contract for the widening of Mission Street SE. He should. And so should the City Council, which agreed to let the contract at $338,000 when the city's estimate of the job was $284,000.

In agreeing to award the contract, the council overruled a recommendation of its staff to reject the bid and start all over again. The city staff pointed out that possible legal problems might occur when affected property owners get an assessment far in excess of the estimate.

The importance of these estimates can be seen when compared to an individual homeowner being notified of the improving of the street in front of his house. The city's estimate is available to him. If it seems reasonable, the homeowner is likely to remain silent and accept the improvement when it comes to a public hearing. But if the contract proves to be far in excess of the estimate, resulting in a much higher assessment, it becomes obvious to [illegible] homeowner that what he agreed to and what he is paying for are widely unrelated expenses.

That's one reason the contract shouldn't be signed.

Another is that it doesn't include sidewalks, an item left out of the bidding at the insistence of State Highway Division officials because the federal government doesn't participate in the cost of sidewalks. But, with the city embarked on a program to sidewalk all improved streets in the city, it follows that one of the most heavily-traveled streets will have to be sidewalked, whoever pays. Why not include the sidewalks in the project and give the property owner a clear view of his total expense the first time around?

NOT TRUE

RECEIVED
COUNTY & CITY SECTION
AUG 13 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
AUG 12 1971
FOR FILING

T-5028(1)
1622

August 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Tentative concurrence is requested in the award of contract for the Mission Street S.E. at 25th Street S.E. (Salem) Section, Project No. T-5028(1).

On July 29, 1971, Cushing Bros., Inc., of Salem, submitted the low bid for the grading and paving of this section in the amount of $338,076.00, which is $33,402.00 or 10.9% over our Engineer's estimate of $304,674.00. Two other bids were received in the amount of $339,990.00 and $364,114.75.

Whereas this bid is over our estimate only 10.9%, there are 13 items over our estimate out of 27 items that make up the overrun on this project. Our Engineer's estimate was made using statewide average bid prices with increases in prices because the project is relatively small and must be constructed under adverse traffic conditions, but not enough weight was given to a higher estimate for traffic with an ADT of 14,400 vehicles; therefore, we now believe our estimate was a little low on several of the 13 items for this project.

This is a Federal, State and City of Salem cooperative project and the City Council has voted in favor of accepting the low bid and so has the Oregon Highway Commission.

Having received bids from three local responsible contractors with the second low bidder only $1,914.00 higher than the low bidder, we feel we would not receive a lower bid by readvertising, and we also believe it is in the public interest to award the contract to the low bidder at this time and not delay this much needed improvement any longer.

We are forwarding two copies of the bid tabulations for this project, and if further information is needed please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: W. B. Klaboe
C. G. Swenson
H. S. Cox

8-10-71

City informed me that the City Council voted to accept the bid -
Bill Stark wanted to know when they could begin charging to project. Told him after concurrence in award and that excess in Bid had to be approved by FHWA - probable award date Aug 23 -
Also informed Dave Van Dyke of above.

B

1.

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
I-5028(1)

STATE PROJECT NO.
MISSIONS STREET AT 25TH ST. (SALEM)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
T-21

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
JUL 22 1971
[✓] ENGR. [✓] COOR. [✓] UE [✓] AE [✓] UE
[✓] UPE [✓] CE [✓] RE [✓] RPE [ ]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	PRIMARY TYPE 2
		STATE ROUTE NUMBER: CITY STREETS

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $4,000.00; TEMPORARY EROSION CONTROL IN THE AMOUNT OF $1,000.00; AND SIGNAL REVISIONS BY CITY OF SALEM FORCES, IN AMOUNT OF $26,549.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) — CONTRACTOR'S FLAGGING $4,000; TEMPORARY EROSION CONTROL $1,000; SIGNAL REVISIONS BY CITY OF SALEM FORCES $26,549
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUEMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OUR DECEMBER 11, 1970 MEMORANDUM CONCURRED IN RE USE OF CITY FORCES FOR TRAFFIC SIGNAL REVISIONS. YOU ARE NOW AUTHORIZED TO PROCEED WITH THIS WORK BY CITY FORCES. ESTIMATED COST OF THIS WORK IS $26,549.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71	[signature]	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
FOR FILING

August 3, 1971

Cushing Bros., Inc.
P. O. Box 7215
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on August 2 accepted your bid in the amount of $338,076 for work on Mission Street S.E. at 25th Street S.E. in Salem, which was the low bid received for that job on July 29.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval is received from the Federal Highway Administration and the City of Salem and the City deposits $52,400. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Frank Morgan
I. D. Merchant
J. B. Boyd
E. J. Hall

RECEIVED
COUNTY & CITY SECTION
AUG 10 1971
ENGR. GEOR. UE AE UE
UPE CE RE RPE

F. B. Klaboe

RECEIVED
JUL 30 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

T-5028(1)

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 29, 1971

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Re: TOPICS Project T-5028(1)
Mission Street @ 25th Street

Dear Mr. Van Wormer:

The State Highway Commission opened bids on the subject TOPICS project today. The apparent low bid was submitted by Cushing Brothers, Inc., of Salem.

The estimated cost of the project based on the low bid is as follows:

Contractor's bid		$338,076
Anticipated additional items;		
Flagging		4,000
Temporary erosion control		1,000
Pipe bedding materials		100
	TOTAL	$343,176
Engineering & Contingencies (13½%)		46,329
	TOTAL	$389,505
Other Costs:		
Signal installation (by City)		23,630
Estimated preliminary engineering to date		10,000
TOTAL estimated Federal Aid project cost		$423,135

City's Advance Deposit:
20% of total estimated cost $ 84,627

Credit to City:

Signal installation	$23,630	
Preliminary engineering by City	7,000	
Excessive pipe allowance (66" pipe)	1,560	
TOTAL CREDIT		32,190

TOTAL Cash advance deposit by City $52,437

(round to $52,400)

Form E-123

The contract for this project will be awarded as soon as the City deposits its estimated share of the cost with the State. Please make your check or warrant (in the amount of $52,400) payable to the Oregon State Highway Commission and forward it to Mr. H. S. Cox, County and City Engineer, Oregon State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:lat
bc F. B. Klaboe
L. H. Young
J. B. Boyd

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$304,674.00	338,076
Anticipated Additional Items:			
Flagging (State Share)	$ 4,000.00		4000
Temporary Erosion Control	1,000.00		1000
Pipe Beddding Materials	100.00		100
Permanent Traffic Signals	23,630.00		
		$ 28,730.00	
		333,404.00	343176
Engr. & Cont. (13 1/2%)		45,009.54	46329
Estimated Net Authorization, Constr.	Cont. Total	$378,413.54	389,505
Other costs Signals by City			23,630
" PE To date			10,000
			$423,135

Total F.A. project costs

City's Advance deposit 20% 84,627

CREDIT Less Signal	23,630	
PE by City	7,000	
Excessive Pipe Cudit allowance	1560	
	32,190	-32,190
		52,437

round to 52,400

MISSION ST. S.E. AT 25TH ST. S.E. (SALEM) SECTION

CITY STREET

MARION COUNTY

FAP No. T-5028(1)
Grading and Paving

Bids Received July 29, 1971

1.	Temporary Protection and Direction of Traffic	All Specified		$	9,770.00
2.	Clearing and Grubbing	All Specified			2,500.00
3.	Removal of Structures and Obstructions	All Specified			3,500.00
4.	Ditch Excavation	300 cu.yds.	3.00		900.00
5.	General Excavation	5,200 cu.yds.	2.50		13,000.00
6.	Granular Backfill Material	4,400 cu.yds.	3.00		13,200.00
7.	Trench Excavation	3,800 cu.yds.	4.00		15,200.00
8.	Finishing Roadbed and Slopes	All Specified			2,000.00
9.	Watering	50 M-gals.	3.00		150.00
10.	Aggregate Base	1,300 tons	4.00		5,200.00
11.	Class "B" Asphalt Concrete Mixture	8,000 tons	6.25		50,000.00
12.	Class "C" Asphalt Concrete Mixture	1,840 tons	6.50		11,960.00
13.	Asphalt Cement in Mixture	630 tons	38.00		23,940.00
14.	10-inch Sewer Pipe	270 lin.ft.	4.30		1,161.00
15.	12-inch Sewer Pipe	165 lin.ft.	5.00		825.00
16.	18-inch Sewer Pipe	58 lin.ft.	8.00		464.00
17.	24-inch Sewer Pipe	120 lin.ft.	12.00		1,440.00
18.	66-inch Sewer Pipe	2,400 lin.ft.	54.00		129,600.00
19.	Concrete Manholes	2 only	1,000.00		2,000.00
20.	Concrete Inlets, Type CG	15 only	170.00		2,550.00
21.	Concrete Inlets, Type G (With Basin)	3 only	150.00		450.00
22.	Concrete Inlets, Type D	1 only	160.00		160.00
23.	Concrete Curbs	190 cu.yds.	55.00		10,450.00
24.	Extra for Asphalt Curbs	750 lin.ft.	1.50		1,125.00
25.	Adjusting Inlets	4 only	75.00		300.00
26.	3/4-inch Electrical Conduit	60 lin.ft.	0.90		54.00
27.	1-inch Electrical Conduit	1,850 lin.ft.	1.50		2,775.00
			For Comparison of Bids	$	304,674.00

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT NO. #11 — Mission St. S.E. at 25th St. S.E. (Salem) Section — MARION COUNTY

OWNER: Oregon State Highway Department

DATE: July 29, 1971 PAGE: 1 of 2

1. Cushing & Bros. Inc. (Salem) 338,076
2. Salem Road & Drive 339,990
3. D&D Paving Co. Inc. 364,114.75
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14. 304,674

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic	1	15,000	15,000	22,430
	L.S.	Clearing and Grubbing	2	5,000	8,000	5,335
	L.S.	Removal of Struc. & Obstructions	3	5,000	7,500	18,480
300	C.Y.	Ditch Excavation	4	900 3	1050 3.50	1035 3.45
5,200	C.Y.	General Excavation	5	20,800 4	31,200 6	34,320 6.60
4,400	C.Y.	Granular Backfill Material	6	17,600 4	15,840 3.60	12,100 2.75
3,800	C.Y.	Trench Excavation	7	15,200 4	17,100 4.50	17,100 4.50
	L.S.	Finishing Roadbed and Slopes	8	5,000	4,000	16,225
50	M-gals.	Watering	9	250 5	500 10	350 7
1,300	Tons	Aggregate Base	10	6,500 5	7800 6	6630 5.10
8,000	Tons	Cl. "B" Asph. Conc. Mixture	11	64,000 8	56,000 7	60,000 7.50
1,840	Tons	Cl. "C" Asph. Concrete Mixture	12	14,720 8	14,720 8	13,800 7.50
630	Tons	Asphalt Cement in Mixture	13	22,050 35	22,050 35	21,420 34
270	L.F.	10-inch Sewer Pipe	14	810 3	2,241 8.30	2254.50 8.35
165	L.F.	12-inch Sewer Pipe	15	825 5	1,386 8.40	1377.75 8.35
58	L.F.	18-inch Sewer Pipe	16	406 7	638 11	638 11
120	L.F.	24-inch Sewer Pipe	17	1440 12	1800 15	1632 13.60
2,400	L.F.	66-inch Sewer Pipe	18	124,800 52	110,400 46	108,360 45.15
2	Only	Concrete Manholes	19	1,600 800	4000 2000	4000 2000

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S-403 R10 5/70

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue N.E.
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT NO. #11 — Mission St. S.E. at 25th St. S.E. (Salem) Section — MARION COUNTY

OWNER: Oregon State Highway Department

DATE: July 29, 1971 PAGE: 2 of 2

1. _____ 8. _____
2. _____ 9. _____
3. _____ 10. _____
4. _____ 11. _____
5. _____ 12. _____
6. _____ 13. _____
7. _____ 14. _____

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
15	Only Concrete Inlets, Type CG	20	2250 150	3225 215	3225 215
3	Only Concrete Inlets, Type G	21	450 150	577.50 192.50	577.50 192.50
1	Only Concrete Inlets, Type D	22	200	300	264
190	C.Y. Concrete Curbs	23	8740 46	9880 52	9196 48.40
750	L.F. Extra for Asphalt Curbs	24	1500 2	1125 1.50	1050 1.40
4	Only Adjusting Inlets	25	200 50	300 75	220 55
60	L.F. 3/4-inch Electrical Conduit	26	1.60	120 2	1.60
1,850	L.F. 1-inch Electrical Conduit	27	2775 1.50	3237.50 1.75	2035 1.10
			338,076	339,990	364,114.75

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Daily Journal of Commerce, Portland-----7-22

JULY 26, 1971

Planholders listed for 23 highway projects

SALEM — The Oregon State Highway Commission has issued planholders for 23 separate highway projects for which bids are scheduled to be opened in Salem at 9 a.m. July 29.

Projects, locations and bidding planholders follow:

BAKER COUNTY — Haines (3rd City) Section, grading and paving.

Baker Redi-Mix, Inc., Baker.

CLATSOP COUNTY — Fort Stevens State Park, paving parking areas.

Palmberg Paving Co., Inc., Seaside.

COOS COUNTY — Coos Bay (McCullough) Bridge, cleaning and painting.

Industrial Painting & Sandblasting Co., Portland.

Klaas Bros., Inc., Los Angeles, Calif.

C. H. Savage Co., Portland.

We Painters, Inc., Lynnwood, Wash.

CURRY COUNTY — Brookings Safety Rest Area, grading, paving and facilities.

Aichele Landscaping, Inc., Portland.

All City Landscape, Portland.

Babler Bros., Inc., Portland.

Baltz & Son Co., Portland.

Da-Tone Const. Co., Brookings.

Ferry Creek Rock & Concrete, Inc., Brookings.

Hellsgate Const. Co., Oakridge.

Horton Bros., Inc., Brookings.

Peter Kiewit Sons' Co., Vancouver.

Landscaping, Inc., Mount Lake Terrace, Wash.

Frank Lockyear & Sons, Wilsonville.

Mann Const. Co., Inc., Redmond.

Redwood Empire Aggregates, Arcata, Calif.

Rogue River Paving Co., Inc., Medford.

James A. Seiwald, North Bend.

James & Stritzke Const. Co., Roseburg.

L. W. Vail Co., Inc., Pasco, Wash.

JACKSON COUNTY — 10th Street - Steward Avenue (Medford) Section, Traffic Signal Installation.

General Service Electric, Inc., Bellevue, Wash.

Hamilton Electric, Eugene.

Olson Electric Co., Inc., Vancouver.

Service Electric Co., Inc., Woodinville, Wash.

Sims Electric of Medford, Medford.

Tyee Const. Co., Portland.

Steeck Electric, Medford.

JEFFERSON COUNTY — Deschutes River - Pelton Dam Road Section, grading and paving.

Babler Bros., Inc., Portland.

Gary Baker, Contractor, Hillsboro.

R. L. Coats, Bend.

J. C. Compton Co., McMinnville.

Durbin Const. Co., Eugene.

Gibbons & Reed Co., Portland.

S. W. Groesbeck, Eugene.

Interstate Paving Co., The Dalles.

Jarl Const., Inc., The Dalles.

Pacific Crushing Co., Klamath Falls.

Rogue River Paving Co., Inc., Medford.

L. W. Vail Co., Inc., Pasco, Wash.

KLAMATH COUNTY — Midland Information Center, landscape improvement.

Aichele Landscaping, Inc., Portland.

All City Landscape, Portland.

Baltz & Son Co., Portland.

Evergreen Landscaping, Seattle.

Landscaping, Inc., Mount Lake Terrace, Wash.

Frank Lockyear & Sons, Wilsonville.

Ray E. Lynch Co., Boise, Idaho.

Mann Const. Co., Inc., Redmond.

Pacific Crushing Co., Klamath Falls.

Sprague's Inc. of Washington, Lynnwood, Wash.

LINCOLN COUNTY — Oregon Coast Highway at Olive St. (Newport) Section, traffic signals.

Electric Corp., Salem.

General Service Electric, Inc., Bellevue, Wash.

Hamilton Electric, Eugene.

Kent Electric Co., Albany.

Olson Electric Co., Inc., Vancouver.

Sims Electric, Inc., Roseburg.

Steeck Electric, Medford.

LINCOLN COUNTY — Newport (Yaquina Bay) Bridge, cleaning and painting.

A-1 Sandblasting & Steamcleaning Co., Portland.

Efrem-Western, Inc., Milwaukie.

Industrial Painting & Sandblasting Co., Portland.

C. H. Savage Co., Portland.

We Painters, Inc., Lynnwood, Wash.

MALHEUR COUNTY — M.P. 85.5-Blue Mtn. Pass Section, grading and paving.

Babler Bros., Inc., Portland.

Gary Baker, Contractor, Hillsboro.

R. L. Coats, Bend.

J. C. Compton Co., McMinnville.

Interstate Paving Co., The Dalles.

F. H. McEwen Const. Co., Eugene.

Morrison-Knudson Co., Inc., Boise, Idaho.

Quinn Robbins Co., Inc., Boise, Idaho.

Rogue River Paving Co., Inc., Medford.

L. W. Vail Co., Inc., Pasco, Wash.

W. H. O'Hair Co. and O'Hair Const. Co. of South Calif.

MARION COUNTY — Mission St. S.E. at 25th St. S.E. (Salem) Section, grading and paving.

Babler Bros., Inc., Portland.

Cushing Bros., Inc., Salem.

D & D Paving, Inc., Salem.

Lord Bros. Contractors, Inc., Portland.

Salem Road & Driveway Co., Salem.

MULTNOMAH COUNTY — West Fremont Interchange (Unit 2) Section, grading, paving, structure, signing and illumination.

Anderson-Hannah, Portland.

Guy F. Atkinson Co., South San Francisco, Calif.

Bethlehem Steel Corp., Seattle.

Cascade Const. Co., Portland.

Donald M. Drake Co., Portland.

General Construction Co., Portland.

Gibbons & Reed Co., Portland.

Peter Kiewit Sons' Co., Vancouver.

Lord Bros. Contractors, Inc., Portland.

S. S. Mullen Const., Seattle.

Homer J. Olsen, Inc., Danville, Calif.

Hansel Phelps Const. Co., Greeley, Colo.

MULTNOMAH COUNTY — Ross Island Bridge - S.E. Reedway St. Section, signing.

Coral Corp., Gladstone.

Fenton Hwy. Products, Inc., Seattle.

Gibbons & Reed Co., Portland.

W. R. Grasle Co., Portland.

MULTNOMAH COUNTY — N.E. Marine Drive - N.E. Holman Street Section, building demolition and topsoil excavation.

Babler Bros., Inc., Portland.

Gary Baker, Contractor, Hillsboro.

E. W. Eldridge, Inc., Sandy.

Gibbons & Reed Co., Portland.

Hoyle Const. Co., Scappoose.

Iverson Const., Seattle.

Lavelle Const. Co., Portland.

Schrader Const. Co., Inc., Portland.

Fred H. Slate Co., Portland.

Weyhe, Inc., Portland.

Erwin J. Welding, Portland.

G. D. Dennis & Sons, Inc., Portland.

R. A. Heintz Const. Co., Portland.

SHERMAN COUNTY — Rufus Interchange, illumination.

Hamilton Electric, Eugene.

Lord Electric Co., Inc., Portland.

Olson Electric Co., Inc., Vancouver.

Sims Electric, Inc., Roseburg.

Steeck Electric, Medford.

TILLAMOOK COUNTY — Nehalem Bay State Park, landscape improvement.

Aichele Landscaping, Inc., Portland.

All City Landscape, Portland.

Earl A. Bloomber, Sherwood.

Cascadian Landscapers, Inc., Portland.

Evergreen Landscaping, Seattle.

Forsythe Gardens, Oregon City.

Paul D. Gannon Landscaping, Portland.

Wayne O. Harris, Pendleton.

The L & R Nursery, Salem.

Landscaping, Inc., Mount Lake Terrace, Wash.

Frank Lockyear & Sons, Wilsonville.

Sprague's Inc. of Washington, Lynnwood, Wash.

TILLAMOOK COUNTY — Neskowin Beach State Wayside, toilet building.

Aldrich Const. Co., Portland.

Robert L. Divine, Vancouver.

Paul D. Gannon Landscaping, Portland.

Vern Johnson Const. Co., Corvallis.

Ray E. Lynch Co., Boise, Idaho.

Ross Bros. Const., Inc., Salem.

John C. Sandford, Junction City.

Schrader Const. Co., Inc., Portland.

James A. Seiwald, North Bend.

Neil Van Zyl, Clackamas.

Capitol Concrete Block Co., Salem.

UNION COUNTY — La Grande Section, grading, paving and structure.

Gordon H. Ball, Inc., Kent, Wash.

Orlando C. Bennard & Bennard & Snook, Inc., Portland.

Hamilton Const., Eugene.

Rogers Const., Inc., Portland.

Ross Bros. Const., Inc., Salem.

Valley Inland Pacific Const., Inc., Oregon City.

UNION COUNTY — Grande Ronde River Bridge Section, grading and structure.

Gordon H. Ball, Inc., Kent, Wash.

Orland C. Bennard & Bennard & Snook, Inc., Portland.

John B. Gilliland Const., Dexter.

Hamilton Const., Eugene.

Hermistor Const., Hermiston.

Morse Bros., Inc., Harrisburg.

Ross Bros. Const., Inc., Salem.

Target Dredging & Pile Driving, Portland.

CLATSOP COUNTY — Fern Hill Slide Section, slide correc-

Environmental Erosion Control, Puyallup, Wash.

R. A. Heintz Const. Co., Portland.

C. R. O'Neil, Creswell.

White Bros. Const. Co., Inc., Walla Walla, Wash.

GRANT COUNTY — Clyde Holliday State Wayside, overnight camp area.

Hellsgate Const. Co., Oakridge.

John C. Sandford, Junction City.

James A. Seiwald, North Bend.

Ray E. Lynch Co., Boise, Idaho.

UNION COUNTY — Ladd Canyon Sand Shed, building.

Northwest Industrial Const., Ontario.

WASHINGTON COUNTY — Murray Blvd. at S. Fk. Beaverton Creek Section, drainage structure.

Aldrich Const. Co., Portland.

Gibbons & Reed Co., Portland.

Halvorson-Mason & L. S. Matusek, Inc., Portland.

Pelton Concrete Const., Inc., Portland.

Salem Sand & Gravel, Salem.

Schrader Const. Co., Inc., Portland.

Al Kalkhoven-Beaverton.

George W. Lind, Jr., Portland.

Oregon Journal-----7-8

Portland

He Wanted Off

To The Editor: I wish to comment on your photos of the West Fremont Interchange (June 30). The photography is fine; your written description of the lower left photo is inaccurate for two reasons:

The first inaccuracy concerns the walkway which sets directly above an eight foot wide trapazoidal girder. This walkway is located in an area which is not open to workmen. It, therefore, is not used by workmen traveling to and from the elevator. Your photographer had received special permission to enter this area to take these photos.

The second mistake concerns your reporter; he asked to be let off the elevator before it was 50 feet off of the ground. It is rather difficult to give an accurate description of this area from the ground level.

Your article leaves the reader with the impression that an unsafe workplace exists. I can assure you that every effort has been made to provide a safe workplace.

Richard Juhala
Safety Engineer,
Andersen-Hannan.

The Bulletin-------7-7

Bend

Highway 82

To The Editor:

The unsubstantiated statements made by individuals regarding the great loop route or officially called I-82 contain more fiction than truth for there is nothing to confirm such statements.

Let's set the record straight —

1. The latest great loop route of I-82 is only a proposal.

2. A proposed route by the Washington State Highway Commission.

3. A proposed route that must first be approved by both the Washington Highway Commission and the Oregon Highway Commission and then the Federal Bureau of Roads. This has not been done.

4. A proposed route that would cost Oregon tax payers 4 to 5 million dollars more than the cost of the original route.

5. A proposed route that does not serve the traffic population growth areas of Oregon and Washington except by an extra mileage, extra cost loop route, in fact, almost 50 extra miles.

6. A proposed route that will prove to be the wrong route by April 1974, when the Umatilla Toll Bridge becomes toll free. The zooming traffic count on the Umatilla Bridge indicates a 4 to 5 thousand daily traffic count by 1974.

7. A proposed route that has a very low priority quoting the Oregon State Highway Commission Chairman, Mr. Glenn Jackson.

8. A proposed route that does not serve the needs of Oregon nor those of Washington quoting the Chairman of the Oregon Highway Commission.

9. The proposed great loop, route benefits only the State of Washington by building part of a freeway to Walla Walla via Wallula Jc. — at the expense of Oregon tax payers.

10. The great loop route is a joke if it is supposed to be a connecting link between US-80 and US-90 in Washington.

In conclusion, let me say that it is impossible to cooperate with the Washington State Highway Commission. Their definition of the word cooperation is: Build I-82 where we want it and we will cooperate with Oregon otherwise we don't cooperate. The past 10 years are evidence of this — it is better that I-82 not be built if it must be built in the wrong place at the wrong time and at terrific expense to all tax payers and especially at extra expense

RECEIVED
AUG 4 - 1971
FOR FILING
5028(1)
1622 REFERRED TO
Admin
BY SECRETARY

July 21, 1971

Associated General Contractors of America, Inc.
Sheraton Motor Inn-Lloyd Center
1008 N. E. Multnomah Street
Portland, Oregon 97232

Gentlemen:

As you may know, myself and fellow member Meredith Mills are members of the Salem City Council. Previously, fellow contractor Cub Houck was also a member, and Mr. Mills took his place. We have been instrumental in passing local ordinances that require a reduction of City forces doing work that could be done by contractors. To be frank, this has been an uphill battle.

We would like to bring to your attention the fact that the forthcoming Oregon State Highway Department bid letting has a project advertised for the improvement of Mission Street SE in Salem. Last evening Mr. Mills and myself found that the contract allows some of the work to be done by City of Salem forces. In quizzing the Oregon State Highway Department's representative, Mr. Boyd, he indicated that this was worked out between the Highway Department staff and the City staff. The work involves the construction of traffic control devices on this particular project. The reasoning given that they thought City forces should do this work were namely: (1) Only the State had the required materials, which they would furnish to the City. (2) Due to the intermittent type of work, the City was in a better position to move in and out several times rather than a contractor. (3) The City forces could to this cheaper than a contractor.

NOTED
TOM EDWARDS

RECEIVED
JUL 23 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Mills and I felt that the reasons were unfounded, and that it was mere conjecture that the contractor could not obtain materials and do the work competitively.

This information is forwarded to you for any action that you may wish to take. Our Company personally feels that governments should not compete in private enterprise. This is a blatant example as to how two governmental agencies can successfully compete with the very same contractors that help support them.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:cm
cc: Meredith Mills
Ray Beeler, AGC
Oregon State Highway Commission

COPY

RECEIVED
JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
R. L PORTER

August 4, 1970 - meeting with City - State & Feds to discuss project - (see memo)

AUGUST 28, 1970 - PROJECT requested.

OCTOBER 5, 1970 - Letter to City indicating justification needed to do Force Account work

OCTOBER 29, 1970 - Letter of justification from City.

NOVEMBER 12, 1970 - WHREIN review of Hwy Division opinion of force account request

NOVEMBER 25, 1970 - Mr Klaboe said to submit request to FHWA

NOVEMBER 25, 1970 - Submitted request to FHWA

DECEMBER 11, 1970 - FHWA approval of force account method.

December 16, 1970 - Letter to City indicating FHWA approval.

JANUARY 11, 1971 - Resolution adopted by City Council (#718) approving Force Account agreement.

TOPICS re:
25th / Mission
City of Salem

7-23-71

CAPITOL JOURNAL TUESDAY JULY 20, 1971

Long-awaited road project on Mission given approval

The City Council and the State Highway Division agreed Tuesday night to improve Mission Street near 25th, a job that has been anticipated for years.

The widening project, of which the city pays 40 per cent of the cost, is to be completed by July 1972. It should eliminate one of Salem's worst traffic bottlenecks.

The council approved a resolution at a special meeting Tuesday night to get the project under way.

The work will include the portion of Mission Street between Ford Street and the Salem Gun Club.

In a discussion of the project, the question of sidewalks came up. It was learned that no walks are being planned by the state and this upset Councilman Emerson Page.

Page said that approving the project would be going against the city's policy of building walks on major streets and arterials as a priority.

Page also questioned the fact that the city would be required to do part of the construction. He said this, too, violated a city policy which says the Department of Public Works won't do any jobs that could be done by private contractors. Therefore Page voted against the resolution but he was the only one, so it passed.

It was estimated that property owners along the portion of Mission Street which will be improved will be assessed about $9.50 a foot to pay for the city's share.

Donald Cannon, a property owner, questioned the project and later he wondered if he would be assessed again in the future for sidewalks. The council did not give him an answer.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 11, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS, City of Salem T-5028(1)
SE. Mission Street at SE. 25th Street
Force Account Work

We concur in the use of the force account method for installing the traffic signals on the subject project provided satisfactory coordination can be worked out between the City and the roadway contractor for the handling of traffic. Contract documents should cover who's responsibility it is to control traffic during the time City forces are working on the project.

The force account method is considered to be in the public interest due to the anticipated savings in cost and due to the advantage of having the personnel responsible for maintaining the signals also do the installation work.

RECEIVED
COUNTY & CITY SECTION
DEC 16 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

12-15-70 NOTED E. B. KLABOE

RETURNED TO
Yeager - Crandell - Ebreem
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
DEC 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

11-12-70

Si

I believe that this request for installation of traffic signals at 25th & Mission with City of Salem forces should be denied because this is work that contractors are capable and accustomed to performing. Also the matter of coordination, protection and direction of traffic would rest soley with the contractor. Many problems and legal responsibilities will arise when a contractor and the City are working in the same area with no direct control over each others activities. Special agreements and supplements would have to be drawn up to cover force account procedures. Also, the A.G.C. may frown upon this large of a force account item. I don't believe that there will be a large dollar savings, as the City has stated. Val said State cost of approx. 27,000

I have briefly reviewed this with Swenson, Bud George, and Klaboe and they all think that this type of procedure should be discouraged, however Klaboe is willing to approve if the F.H.W.A. will approve, which they most likely would do.

B Dmtl OVER!

Logo

city of SALEM, OREGON

TELEPHONE (503) 585-7500 • ZIP CODE 97301

DEPARTMENT OF PUBLIC WORKS
City Hall - Salem, Oregon

October 29, 1970

RECEIVED
COUNTY & CITY SECTION
OCT 30 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Building
Salem, Oregon 97310

Re: 25th and Mission Streets TOPICS Project

Dear Mr. Bladorn:

The City has applied for a TOPICS project at the intersection of 25th and Mission Streets which includes widening to provide four lanes with left turn lanes and revises the existing traffic signal.

The City proposes to revise the traffic signal portion of this project by "force account" method of construction. We believe this approach is in the public interest due to the economies afforded as well as the assurance of high quality work necessary to insure public safety and convenience. To satisfy the requirements for justification of "force account" work as outlined in PPM 21-6.2, September 22, 1966, we offer the following:

1. Significant economies are apparent in a comparison of the force account method to the contract method of signal installations in the Salem area.

   a. The design of the signal installation would require less than one-half the engineering time and costs that would be required to prepare plans for competitive bids, since the City's signal technicians are specialized in this work and therefore would not require detailed plans.

   b. At least 20% can be saved in the purchase of material. Our experience with contractors has indicated that we can purchase the material for less than that bid by the contractor.

   c. Construction cost saving would be considerable under the force account method. Past experience has indicated that the signal installations in Salem which were designed by the State Highway Division and installed on the contract method have been 50% higher than installations accomplished by City crews.

   d. Inspection and field engineering services to insure high quality work would involve significantly less effort by force account than by contract. Even though performed by contract method the City's time would be involved since we check the work that is being performed to familiarize the maintenance crew with the installation.

2. Better coordination of work. City crews will be involved since the existing signals must be operated until the new equipment is ready to operate. City crews will have to be on site continuously to maintain and insure adequate operation of the old equipment. Coordination is more difficult through the use of private contract.

3. City crews are very conscientious regarding the safety needs of the public and the methods for protecting themselves as well as the traveling public. Traffic will have to be maintained through the work area and our experience indicates that we have better control over our own crews than private contractors.

The equipment to be installed will be a five-phase solid state modular controller. Attached is a breakdown of costs for accomplishing the signal work by force account. We have experienced City forces specially trained in this line of work and feel that under the circumstances it would be in the public interest to do the work by force account rather than by competitive bidding. We have a fixed amount budgeted for this project and consequently it is imperative that we hold the cost down to the minimum.

While we included a conservative estimate for acquisition of right-of-way, we believe that several of the parcels will have to be acquired through condemnation, which will increase the cost.

We hope the above information is satisfactory evidence of the need for the force account method of revising the traffic signal.

Sincerely yours,

William E. Stark

WILLIAM E. STARK
Traffic Engineer

WES:br

Attach.

COST ESTIMATE FOR REVISING TRAFFIC SIGNALS AT 25TH AND MISSION STREETS BY "FORCE ACCOUNT"

		UNIT COST	TOTAL
2	Poles, steel, 26', 3 guage	$500	$ 1,000
2	Poles, steel, 32', 3 guage	600	1,200
5	Bases, concrete (pole and cabinet)		900
2	Ground roads w/clamps, 8'	4	8
8	Strandvises, 3/8", Reliable No. 1	2	16
1	Power service w/cb, meter base & wp cabinet	50	50
170'	Conduit, galv., 3/4"	22/C	37
50'	Conduit, galv., 1-1/2"	34/C	17
200'	Wire, copper, TW, No. 10 solid	38.40/M	8
1.800'	Wire, copper, TW, No. 14 solid	17.60/M	32
5,000'	Wire, copper, TW, No. 14 stranded	22.70/M	114
4	Cabinets, terminal w/terminals	35	140
8	Pushbuttons, pedestrian w/signs	14	112
2	Signs, interior illuminated	108	216
	Miscellaneous fittings		100
51	Lamps, 69 W	.20	10
12	Gal. epoxy resin	8	96
8	Signals, vehicle, span w/bkbrds 12"R8"GY	160	1,280
2	Signals, vehicle, span w/bkbrds 12"GYR	200	400
16	Signals, pedestrian OSHD Type E	125	2,000
2	Beacons, red flashing mtd 4" poles	50	100
2	Beacons, surface mount, obstacle, CH TL531	145	290
1,000'	Plastic pipe, PVC	29/C	290
	PVC fittings	25	25
500'	Cable, control, 2 cond No. 14	208/M	104
700'	Cable, control, 2 cond No. 14	225/M	158
250'	Cable, control, 8 cond No. 14	360/M	90
100'	Cable, control, 14 cond No. 14	410/M	41
375'	Cable, steel, utility grade, stranded guy	.08/ft.	30
			$ 8,864

TOTAL MATERIALS (Forward)

MATERIALS (Brought Forward)			$ 8,864	
CONTROL EQUIPMENT			12,412	
EQUIPMENT RENTAL			574	
		TOTAL MATERIALS		$21,850
LABOR				
Poujade	86 hrs. @ $5.68/hr.	$ 488		
Roake	36 hrs. @ $4.44/hr.	160		
Kent	36 hrs. @ $4.24/hr.	153		
Ness	140 hrs. @ $4.18/hr.	585		
Owings	4 hrs. @ $3.84/hr.	15		
Clayton	140 hrs. @ $3.46/hr.	484		
			$ 1,885	
FRINGE BENEFITS			400	
		TOTAL LABOR		2,285
10% OVERHEAD				2,414
				$26,549

ENGR. ☑ COOR. ☐ DE ☒ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE

October 5, 1970

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

It has been brought to our attention that if the City of Salem intends to do any work with city forces for which Federal Aid reimbursement will be requested, it will be necessary for you to justify that it is in the public interest to do so and receive Federal Highway Administration approval prior to commencement of such work.

Specific reference is made to traffic control signing and striping in your TOPICS Project Request for the project on Mission Street at 25th Street. If you are planning to do this work or any other work with city forces and want Federal Aid reimbursement, a justification must be submitted. Your submittal should include the extent of the anticipated work, a breakdown of costs involved, availability and experience of city forces involved, and your reasons why it is in the public interest to do the work by Force Account rather than by competative bidding.

A copy of PPM 21-6.2, which describes the procedures that must be followed in justifying Federal Aid highway work being accomplished by Force Account, was forwarded to Mr. Bill Stark on August 7, 1970.

If you have any question concerning this submittal, please feel free to call on us.

Very truly yours,

H. S. Cox
County and City Engineer

By: RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: R. D. Asburry, Region 2
R. H. Chase

RECEIVED
AUG 11 1970
FOR FILING

MEMO TO FILES
August 10, 1970

TSC 28(1)
7422

Re: August 4 meeting with the City of Salem
Proposed TOPICS project at 25th Street and Mission Street

Present were:

B. T. Van Wormer	City of Salem
David Vargas	City of Salem
William Stark	City of Salem
David VanDyke	City of Salem
Ed Sigurdson	City of Salem
Lyle Renz	BPR
David Carter	BPR
R. D. Asburry	OSHD
G. W. Wimer	OSHD
V. P. Johnson	OSHD
Richard Unrein	OSHD
Richard Bladorn	OSHD

The City of Salem presented their proposal for a TOPICS project to improve the intersection of 25th Street and Mission Street as a TOPICS project. The proposal consisted of widening Mission Street to 4 lanes (66 feet, including left turn refuges and median) for approximately 400 feet on each side of 25th Street and then tapering back into the existing pavement for approximately 660 feet in each direction. The widening would be accomplished mainly by placing twin 48-inch concrete pipes in the ditch on the north side of Mission Street for a total distance of approximately 1800 feet. Signalization would include left turn phases off of Mission Street onto 25th Street. There would also be left turn refuges on Mission Street able to hold about 10 cars each. A southbound to westbound lane would be added to 25th Street at the N. W. corner of the intersection.

The City of Salem desires to do their own preliminary engineering and would like to do the traffic signal portion of the project by force account.

The rough estimate of cost for the proposed project is $290,000 of which approximately $22,000 would be for right of way.

This proposal met with favorable response from all those present and efforts will be made to expedite necessary details so that this project can be brought to contract at the earliest date possible.

Also discussed was the possibility of connecting this project with a project to improve the intersection of Mission Street and Airport Road. While the City does not have sufficient matching money to do this at this time, there was a general feeling of agreement that this intersection rates high on the priority list.

Richard Bladorn
Urban Program Engineer
County and City Section

RECEIVED
AUG 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RB:lat
cc: F. B. Klaboe

RECEIVED
JUL 26 1971
FOR FILING

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

July 21, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

HOLD
F. B. KLABOE

Re: 25th Street and Mission TOPICS Hearing

Dear Mr. Klaboe:

Thank you for the attendance of Regional Engineer Jay Boyd and Resident Engineer Ed Hall, at our public hearing last evening regarding the 25th Street and Mission TOPICS Project.

I am most appreciative of the services of these gentlemen and the assistance they gave us in presenting to Council and the public the information about the project. Mr. Boyd was particularly adroit in handling the sharp questioning and criticism related to the project. He handled himself most adequately and was instrumental in forwarding the project along.

Very truly yours,

B. T. VAN WORMER
Director of Public Works

BTV:bg

cc: Jay Boyd

RECEIVED
JUL 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

copies to
Ed Hall
Gene Hunsley
7-23-71

Capital Journal, Salem---------- 7-21

Long-awaited road project on Mission given approval

The City Council and the State Highway Division agreed Tuesday night to improve Mission Street near 25th, a job that has been anticipated for years.

The widening project, of which the city pays 40 per cent of the cost, is to be completed by July 1972. It should eliminate one of Salem's worst traffic bottlenecks.

The council approved a resolution at a special meeting Tuesday night to get the project under way.

The work will include the portion of Mission Street between Ford Street and the Salem Gun Club.

In a discussion of the project, the question of sidewalks came up. It was learned that no walks are being planned by the state and this upset Councilman Emerson Page.

Page said that approving the project would be going against the city's policy of building walks on major streets and arterials as a priority.

Page also questioned the fact that the city would be required to do part of the construction. He said this, too, violated a city policy which says the Department of Public Works won't do any jobs that could be done by private contractors. Therefore Page voted against the resolution but he was the only one, so it passed.

It was estimated that property owners along the portion of Mission Street which will be improved will be assessed about $9.50 a foot to pay for the city's share.

Donald Cannon, a property owner, questioned the project and later he wondered if he would be assessed again in the future for sidewalks. The council did not give him an answer.

The result of a poorly informed reporter and a councilman who sleeps at council meetings.

CAPITAL JOURNAL TUESDAY July 20, 1971

Long-awaited road project on Mission given approval

The City Council and the State Highway Division agreed Tuesday night to improve Mission Street near 25th, a job that has been anticipated for years.

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Donald Cannon, a property owner, questioned the project and later he wondered if he would be assessed again in the future for sidewalks. The council did not give him an answer.

T.

Box 300
Salem OR 97308

July 19, 1971

08-35.7/410.51

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

Original Signed By
R. E. Simpson

R. E. Simpson, Division Engineer
Salem, Oregon

Availability of Right of Way

Authorization to advertise the physical construction of a project requires a statement (Paragraph 7 of PPM 21-12) that all necessary rights of way including control of access rights when pertinent have been acquired including legal and physical possession. Recent statements submitted covering TOPICS projects merely indicated that all rights of way and right of entry are to be acquired by other agencies. This involved T-5025(4), T-5028(1), T-5021(2), and T-5019(3).

It is the responsibility of the State to provide the proper certifying statement at the PS&E stage. All future projects should include the proper certifying statement.

cc:
OSHD (J R Oakes)
OSHD (L H Young)

7-23-71 B.

T-5025(4) Harrison @ 32nd (Milwaukie) - R/w Not Secured yet
T-5028(1) Mission @ 25th (Salem) - R/w cert. to Oakes
T-5021(2) Ore. Coast Hwy @ Olive (Newport) - No R/w
T-5019(3) 6th St-Stewart Hwy (Medford) - No R/w

NOTED
R. D. ASBURRY

RECEIVED
JUL 22 1971
PROGRAM & PLANNING

RECEIVED
COUNTY & CITY SECTION
JUL 22 1971
ENGR. C.&R. RE RPE
RPE RE RE RPE

Copy
7-22-71
ne

Chas

Monday July 26, 1999

CALL VAN NORMEN 9-685-7500 EXT 177

3:30 PM

Too Late to make addum to advertisement. Cannot send out in time for contractor to respond.

Too Major of Items to be considered for Price Agreement.

S.W. Would have to be for pedestrian safety and probably only one side. (justification)

Could possibly be considered in a separate F.A. project; however existing plans indicate that work (sic) will be performed by City Forces. (No guarantee to this procedure)

RLJ

7-6-71
FA.

25th & MISSION
SALEM

CONTRACT AMT. $304,674

Antic Items

(a.) Flagging	$1,000
(b.) Temp. EROSION Control	1,000
(c.) Pipe bedding Materials	100
	$5,100

F.A. 5,100

Total $309,774
E&C. 13½% 41,820
CONTRACT TOTAL $351,594

(OTHER) INSTALL SIGNALS (City) 23,630
P.E. 10,000
$385,224

(ADVANCE DEPOSIT) City portion (20%) = $77,045

CREDIT Signals $23,630 } by City
P.E. 7,000 }
$30,630 -30,630

TOTAL $46,415 DUE

(EXCESS RIDE CRT L.T. PIPE 1,620
66" 150 $44,795

$72,000
-52,000 (budget)
$25,000 short
-15,000 25th & Airport
$10,000 short

150'
SA
600
750
$8,100
.2
$1620.0

Forced. ASSESSMENT HEARING
Bruce Boyd. 7:30 pm July 20th - Old City HALL.

BEN GIFFORD
TOPICS

Section Civic Ctr SE of 25th St S.E. (Salem)

Highway City Shop

County Marion

Kind of Work Grading & Paving

Project Allotment $ 290,000

Project Length 0.5 Mile

Completion Time 300 calendar days
June 1972

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~301,414.50~~ 304,674.00

Anticipated Additional Items:

Flagging (State Share)	$ 4000.00	
~~Slide Correction~~		
~~Railroad Protective Costs~~		
~~Other Railroad Costs~~		
Permanent Signing	See Note Below	
Permanent Pavement Striping	" " "	
Stage Construction Striping	(water) 1000.00	
Temporary Erosion Control		
~~Install Truck Scale Mechanism~~		
~~Truck Scale House~~		
Install Temporary Traffic Signals	By City @ Their Expense	
~~Install Water Meter~~		
~~Furnish Water~~		
Laboratory Fees		
~~Furnish Mail Box Posts~~	-0-	
Adjust Utilities	100.00	
Pipe Bedding Materials		
~~On the Job Trainees~~	23,630	
Install permanent Signals (By City)		
		$ 28730.00

333,404.00 $ ~~330,144.50~~

Engr. & Cont. (13½%) ~~45,009.54~~ ~~44,569.50~~

TOTAL 378,413.54 $ ~~374,714.00~~

Credit for

Estimated Net Authorization, Construction $

APPROVED
S. P. Hall
Design Engr.

P.E. 10,000 Tot.
7,000 City

Permanent Signing and Striping by City at Their Expense

County-City (Bladon) Recd ok from City to go ahead 6-25

E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

MISSION ST SE @ 25th ST SE (SALEM)

	ITEM	UNIT	AMOUNT	PRICE	AMOUNT
	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	ALL	ALL		9770.00
	CLEARING & GRUBBING	ALL	ALL		2500.00
	REMOVAL OF STRUCTURES & OBSTRUCTIONS	ALL	ALL		3500.00
	DITCH EXCAVATION	CUYDS	300	3.00	900.00
	GENERAL EXCAVATION	" "	5200	2.50	13000.00
	GRANULAR BACKFILL MATERIAL	" "	4400	3.00	13200.00
	TRENCH EXCAVATION	" "	~~3800~~ 3000	4.00	15200.00 ~~12000.00~~
	FINISHING ROADBED & SLOPES	ALL	ALL	2000.00	2000.00
	WATERING	M-GALS	50	3.00	150.00
10	~~3/4"~~ AGGREGATE BASE	TONS	1300	4.00	5200.00
11	CLASS 'B' ASPHALT CONCRETE MIXTURE	"	8000	6.25	50000.00
12	CLASS 'C' ASPHALT CONCRETE MIXTURE	"	1840	6.50	11,960.00
13	ASPHALT CEMENT IN MIXTURE	"	630	38.00	23940.00
14	10-INCH SEWER PIPE	LIN FT.	~~355~~ 270	4.30	~~1526.50~~ 1161.00
15	12-INCH " "	" "	~~80~~ 165	15.00	~~400.00~~ 825.00
16	18-INCH " "	" "	58	8.00	464.00
17	24-INCH " "	" "	120	12.00	1440.00
18	66-INCH " "	" "	2400	54.00	129,600.00
19	CONCRETE MANHOLES	ONLY	2	1000.00	2000.00
20	CONCRETE INLETS, TYPE CG	"	15	170.00	2550.00
21	CONCRETE INLETS, TYPE G	"	3	150.00	450.00
22	CONCRETE INLETS, TYPE U	"	1	160.00	160.00
23	CONCRETE CURBS	CUYDS	190	55.00	10450.00
24	EXTRA FOR ASPHALT CURBS	LIN FT	950	1.50	1125.00
25	ADJUSTING INLETS	ONLY	4	75.00	300.00

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

MISSION ST SE @ 25th ST SE (Salem)

No			ITEM			UNIT	AMOUNT	PRICE	AMOUNT
26	3/4-inch		ELECTRICAL CONDUIT			LIN FT	60	0.90	54.00
27	1-inch		"	"		" "	1850	1.50	2775.00
				FLAGGING		$4000.00			

RECEIVED
JUL 8 - 1971
FOR FILING

F-ER-28(1)
7622

July 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on July 29, 1971.

I-205-7(21)316	----------	N.E. Marine Drive-N.E. Holman St. Section
I-30N-3(60)199	----------	Rufus Interchange Section
I-80N-6(45)256	----------	La Grande Section (UPRR O'xing)
I-405-8(28)303	----------	West Fremont Interchange (Unit 2)
U-168(25)	----------	Ross Island Br.-S.E. Reedway St. Section
T-5019(3)	----------	6th St.-Stewart St. (Medford)
T-5021(2)	----------	Ore. Coast Hwy. at Olive St. (Newport)
T-5023(1)	----------	Mission St. S.E. at 25th St. (Salem)
ER-239(1)	----------	Cape Meares & Bay Ocean Road Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's Circular Memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb
Encls.

T-5028(1) Mission St. @ 25th St. (Salem) 1971
7622 (Gr. & Pav.) #1

C+A 4157
2-16-71

RECEIVED
JUN 28 1971
FOR FILING
T-5028(1)
7622

MEMO TO FILE
June 25, 1971

SUBJECT: Cost Estimate
Mission Street @ 25th Street (Salem) Section
TOPICS Project T-5028(1)

Latest estimate for subject project is $385,000. I gave this information to Dave Van Dyke by phone. He would like to review estimate but said that in the meantime we should go ahead with the project as it is.

I sent copies of the plans and a copy of the estimate to the City today for their review.

Proceed with the project as scheduled.

Richard H. Bladorn

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
cc: F. B. Klaboe
F. B. Crandall
L. H. Young
F. L. Hall
R. D. Asburry

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

T-5028(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7632

June 25, 1971

Mr. B. F. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Attn: Mr. David Van Dyke

Re: TOPICS Project T-5028(1)
Mission Street @ 25th Street

Dear Sir:

Attached are two sets of preliminary plans and a rough copy estimate of cost for the subject TOPICS project. Please review the plans and the estimate and if you approve of them, sign one copy of the plans and return it to this office for your files.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc F. B. Klaboe
F. B. Crandall
L. H. Young
F. L. Hall
R. D. Asburry

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD
TOPICS.

Section Marion 1 mi S.E. of 25th St S.E. (Salem)

Highway City Short

County Marion

Kind of Work Grade & Pave

Project Allotment $ 290,000

Project Length 0.5 Mile

Completion Time 300 calendar days
June 1972

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~301 414 50~~ 305,214 50

Anticipated Additional Items:

Flagging (State Share)	$ 4000 00	
~~Slide Correction~~		
~~Railroad Protective Costs~~		
~~Other Railroad Costs~~		
Permanent Signing	See Note Below	
Permanent Pavement Striping	" " "	
Stage Construction Striping		
Temporary Erosion Control	(Walker) 1000 00	
~~Install Truck Scale Mechanism~~		
~~Truck Scale House~~		28,670
Install Temporary Traffic Signals	By City @ Their Expense	$ ~~28300 00~~
~~Install Water Meter~~		
~~Furnish Water~~		
Laboratory Fees		
~~Furnish Mail Box Posts~~	-0-	
Adjust Utilities		
Pipe Bedding Materials		
~~On the Job Trainees~~		
Install permanent Signals (By City)	23,630 ~~23,300~~	

~~320 044 50~~
~~333,844 50~~
$ ~~333,514 50~~
~~44,556.50~~
~~45,069.00~~
~~45024~~
~~14 600 50~~
$ ~~378 530 44~~
~~381,913.50~~
~~384,600.50~~
23,630
$ 365,283.50
360,970.50

Engr. & Cont. (13½%)

PE est. 10,000

20% ~~77,783~~ 76,900

TOTAL

Credit for

Estimated Net Authorization, Construction

71
77,783
23,630
54,153
53,270

Approx. Adv. Dep. →

Permanent Signing and Striping by City at Their Expense

Form E-60

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

MISSION ST SE @ 25th ST SE (SALEM)

No	ITEM	UNIT	AMOUNT	PRICE	AMOUNT
1	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	ALL	ALL		9770.00
2	CLEARING & GRUBBING	ALL	ALL		2500.00
3	REMOVAL OF STRUCTURES & OBSTRUCTIONS	ALL	ALL		3500.00
4	DITCH EXCAVATION	CUYDS	300	3.00	900.00
5	GENERAL EXCAVATION	" "	5200	2.50	13000.00
6	GRANULAR BACKFILL MATERIAL	" "	4400	3.00	13200.00
7	TRENCH EXCAVATION	" "	3000	4.00	12000.00
8	FINISHING ROADBED & SLOPES	ALL	ALL	2000.00	2000.00
9	WATERING	M-GALS	50	3.00	150.00
10	~~3/4"~~ AGGREGATE BASE	TONS	1300	4.00	5200.00
11	CLASS 'B' ASPHALT CONCRETE MIXTURE	"	8000	6.25	50,000.00
12	CLASS 'C' ASPHALT CONCRETE MIXTURE	"	1840	6.50	11,960.00
13	ASPHALT CEMENT IN MIXTURE	"	630	38.00	23,940.00 27,940.00
14	10-INCH SEWER PIPE	LIN FT.	355	4.30	1526.50
15	12-INCH " "	" "	80	15.00	400.00
16	18-INCH " "	" "	58	8.00	464.00
17	24-INCH " "	" "	120	12.00	1440.00
18	66-INCH " "	" "	2400	54.00	129,600.00
19	CONCRETE MANHOLES	ONLY	2	1000.00	2000.00
20	CONCRETE INLETS, TYPE CG	"	15	170.00	2550.00
21	CONCRETE INLETS, TYPE G (WITH BASIN)	"	3	150.00	450.00
22	CONCRETE INLETS, TYPE D	"	1	160.00	160.00
23	CONCRETE CURBS	CUYDS	190	55.00	10450.00
24	EXTRA FOR ASPHALT CURBS	LIN FT	950	1.50	1125.00
25	ADJUSTING INLETS	ONLY	4	75.00	300.00

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

MISSION ST SE @ 25TH ST SE (Salem)

No			ITEM			UNIT	AMOUNT	PRICE	AMOUNT
26	3/4-inch		ELECTRICAL CONDUIT			LIN FT	60	0 90	54 00
27		1-inch	"	"		" "	1850	1 50	2775 00
									305,214 50
									301,414 50
			FLAGGING			$4000 00			4,000
			Temporary Erosion Control						1,000
			Signal installation (By City)						23,630
									333,844 50
									330,044.50
			Engr. & Contingencies (13½%)						45,069
									378,413 50
			Estimated Preliminary Engineering						10,000
						TOTAL PROJECT →			$ 388,913 50
									384,600 50

City Share (20%) = $77,783 — 76,920

Less Force Account work 23,630 — 23,630

Approximate advance deposit $54,153 — 53,290

1.

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1971

SUBJECT: Salem Topics Project
Mission St and 25th St

To: Frank Hall
DESIGN ENGINEER

ATTENTION: C. G. Swenson

As discussed with you by phone Friday, June 25, attached are copies of the following data pertaining to the portion of the agreement with the city of Salem wherein they furnish and install the traffic signals on the construction of the subject project:

Copy of a letter of transmittal and explanation addressed to H. S. Cox dated June 22, 1971, copy of general conditions and specifications for equipment, copy of the cost estimate broken down by equipment, labor, and materials, a copy of a statement of salvage of the existing materials, and a copy of a statement regarding R/W.

Will you please see that the costs for this are included on the necessary documents so that monies will be set up for the payment to the city for this work.

It would be my recommendation that this be included in the contract authorized as an anticipated item to be done by others.

ORIGINAL SIGNED BY R. D. ASBURRY

R. D. Asburry
REGIONAL ENGINEER

RDA/hkm

cc L. H. Young
F. D. Morgan
H. S. Cox
E. J. Hall

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COUNTY & CITY SECTION
JUN 29 1971
ENGR. C.&R. UPE CE RE RPE

Salem, Oregon
June 25, 1971

Mr. R. D. Asburry
Region 2 Engineer
SALEM

TOPICS Project T-5028(1)
Mission Street @ 25th Street
City of Salem

Enclosed are copies of Specifications, Materials list and cost estimate submitted by the City for the signal portion of the subject project which the City will do by Force Account. The Federal Highway Administration gave their approval of the Force Account method on December 11, 1970 and a City-State Force Account agreement was signed February 16, 1971. Copies of both of these documents have already been forwarded to you. Also enclosed are three copies of the signal plan sheet.

Please initiate a State Force Order to cover the signal portion of this project. Since Federal funds are involved it will be necessary to secure Federal Highway Administration approval of the Force Order before the City may order materials or commence work.

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
Att.
cc: F. B. Crandall
F. D. Morgan
L. H. Young
F. L. Hall

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585 - 7500
ZIP CODE 97301

June 22, 1971

RECEIVED
COUNTY & CITY SECTION
JUN 24 1971
ENGR. COOR. GE AE UE
UPE CE RE RPE

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: TOPICS AGREEMENT, Installation of Traffic Signal at Mission St. and 25th St.

Dear Mr. Cox:

Item 3 of "THINGS TO BE DONE BY THE CITY" required that the City shall forward to the State for submission to the Federal Highway Administration for approval, project information and data items "a" through "e".

a. The City proposes to replace the existing fully actuated two-phase traffic signal with a fully traffic-actuated five-phase traffic signal at Mission St. and 25th St., using City forces and City equipment. The signal work will be coordinated with the contractor of the roadway construction.

b. Copies of the project plans have already been delivered to Ray Asburry. Richard Bladorn, of your office, indicated that the State would run the extra copies. Attached herewith is a copy of the specifications which will be used for bidding the signal equipment.

Estimated costs of:

1. DIRECT LABOR. See attached data. The classification of personnel and rates of pay are those prescribed in the Salem Fiscal Year 1971-72 Budget.

2. The PAYROLL ADDITIVE is 23.76% of the Direct Labor Costs and is based on records for the preceding fiscal year. (See attached data).

3. There are no DIRECT NON-LABOR COSTS.

4. EQUIPMENT CHARGES. See attached data. The rates are those established for the fiscal year 1971-72 and are based upon previous years experience.

5. MATERIALS. See attached data. Material will be bid and must comply with the Standard Specifications of the Oregon State Highway Division. See attached sheet "General Conditions" for method of procurement and selection.

d. Attached are right-of-way and utilities certificate and salvage certificate.

e. The City's analysis of the social, economic and environmental effects of the project was submitted to Mr. Richard Bladorn, Urban Program Engineer, Oregon State Highway Division, on January 20, 1970.

If we can be of further assistance, please contact David Van Dyke, Project Engineer.

Yours very truly,

B. T. Van Wormer

B. T. VAN WORMER
DIRECTOR OF PUBLIC WORKS

WES:vk

cc: Ray Asburry, Region II Engineer
D. J. Vargas, City Engineer
W. E. Stark, Traffic Engineer

CITY OF SALEM, OREGON

GENERAL CONDITIONS

All equipment furnished under this bid shall fully comply with all requirements of the laws of the State of Oregon relative to such equipment. All equipment furnished shall comply with "Standard Specifications for Highway Construction", Oregon State Highway Department.

All equipment shall be completely assembled and ready for use when delivered.

The bid price shall include delivery, F.O.B., Communications and Signal shops, 1390 20th Street, S.E., Salem, Oregon unless otherwise noted.

All bids shall state the time of delivery.

The successfull bidder shall be required to furnish two (2) copies of Parts Manuals and three Operating Manuals for the type equipment he furnishes.

Prices bid shall exclude federal excise taxes from which Municipal agencies are expempt.

Each bidder shall furnish with his bid complete information concerning the equipment warranty to be provided.

TIME DISCOUNTS : Due to the City's schedule for payment of invoice discount allowed for payment in less than 20 days from date of invoice cannot be considered in award of bid.

It is anticipated that the bid will be awarded to the low bidder who is able to deliver all equipment speicified in this bid within 90 days after receipt of order. Bidders who are unable to make delivery of required equipment within the specified time limitation shall indicate so on proposal.

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CITY OF SALEM, OREGON
TRAFFIC DIVISION

May 25, 1971

Specifications for Traffic Signal Equipment to be Used at MISSION and 25th Streets, S.E., Salem, Oregon.

General Design Requirements: All actuated control equipment shall be of "solid state" design as described herein. Timing shall be digital with accuracy based on the power cycle. As furnished the control equipment shall conform to the normal sequency of operation as shown below. The controller shall be installed by others at Mission and 25th Street, S.E., Salem, Oregon.

Phase A_1 and A_2 - OSHD Type IV (Mission east and west)

Phase A_3 - OSHD Type II (25th street north/south)

Phase B_1 - OSHD Type I (Left turn on Mission west to south)

Phase B_2 - OSHD Type I (Left turn on Mission east to north)

Control Equipment to be Furnished:

1- Five phase, solid state, modular controller consisting of:

2- OSHD Type I phase units. Standard resettable timing for one intersection without pedestrian features.

1- OSHD Type II phase unit. Standard resettable timing for one intersection with pedestrian timing feature.

2- OSHD Type IV phase units. Vehicle density timing with pedestrian timing features.

1- Flasher, solid state, to switch beacons and flashing red. to be separate from normal flasher of traffic signals and to have separate output from normal flasher. To be mounted inside controller cabinet.

6- Amplifiers, solid state construction, for detector loops.

1- Mounted in Type M-1 controller cabinet.

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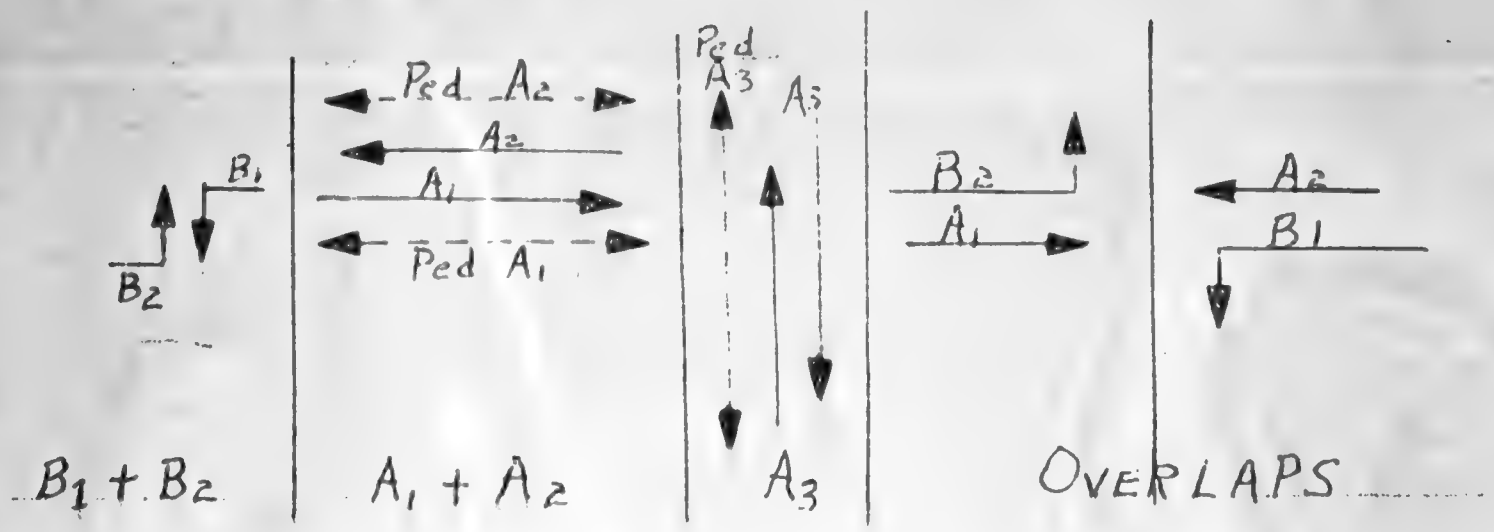
CITY OF SALEM, OREGON
Traffic Division

2. Sequence of Operation:



3. Sequence of "FLASH" Operation:

a. B_1, B_2 and A_3 shall flash red color

b. A_1 and A_2 shall flash yellow

c. A_1 and B_2 shall flash alternately.

d. A_2 and B_1 shall flash alternately.

Vehicle Traffic Signals:

One-way, 3 section, span wire mounted, 8" green-yellow, 12" red, complete with metal backboards, disconnect hangers (CH-TL2471, Eagle UK-994 or approved equal). Tunnel visors and alzac reflectors. Plastic lens in all section. Signals and backcoards shall be painted aluminum color as per Oregon State Highway Department Specifications.

One-way, 3 section, span wire mounted 8" red-yellow, 12" GTA. Signals shall comply with remainder of above paragraph.

Pedestrian Signals:

Oregon State Highway Department Type "D", 2 section, one-way, side of pole mount, incandescent lamp.

Oregon State Highway Department Type "E", 2 section, one-way, side of pole mount, incandescent lamp.

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COST ESTIMATE FOR TRAFFIC SIGNAL MISSION AND 25TH STREETS

Vehicle Rental
Equipment Pool

Loops		
Concrete Saw No. 407	36 hours @ $9/Hr.	$ 324
Water Truck No. 267	36 hours @ 1.50/hr.	54
Pickup Truck No. 179	16 hours @ .40/hr.	6
Ladder Truck No. 226	36 hours @ 1.13/hr.	41
		$ 425.
Signal Installation:		
Mobile Crane No. 268	6 hours @ 2.50/hr.	15
Ladder Truck No. 226	94 hours @ 1.13/hr.	106
Pickup Truck No. 179	70 hours @ .40/hr.	28
		$ 149.
TOTAL EQUIPMENT RENTAL		$ 574.

DIRECT LABOR CHARGES

Communications-Signal Supervisor	86 Hrs. @ 5.97/hr.	513.42
Communications-Signal Technician II	36 hrs. @ 4.91/hr.	176.76
Communications-Signal Technician I	36 hrs. @ 4.45/hr.	160.20
Traffic Signal Technician	140 hrs. @ 4.45/hr.	623.00
Equipment Operator II	6 hrs. @ 4.03/hr.	24.18
Welder	8 hrs. @ 4.24/hr.	33.92
Construction & Maintenance Man I	140 hrs. @ 3.63/hr.	508.20
		$ 2,039.68
Payroll Additive (Labor Burden) 23.76%		484.63
TOTAL DIRECT LABOR & PAYROLL ADDITIVE		$ 2,524.31

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July 23, 1970

ublic Works Department

abor Burden on Engineering

TRAFFIC

on-Productive Time

Vacation -- 12/days/year (City Policy)
Sick Leave -- 5/days/year (based on average experience for Traffic Personnel over past two years as appeared in Public Works Department records)
Paid Holidays -- 9/days/year (City Policy)

Total -- 26.00 days or 9.92% of total 262 days/year.

ity-paid Fringe Benefits

	% of P/R
O.P.S. Medical and Hospital	1.57%
Workmen's Compensation	2.70%
City Retirement System	3.42%
Social Security	4.77%
Total	12.46% of gross payroll

djustment for application to productive time 1.38% of productive payroll

Sub-Total 13.84%

Total Labor Burden 23.76%

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CITY OF SALEM, OREGON
Traffic Division

May 26, 1971

COST ESTIMATE FOR REVISING TRAFFIC SIGNALS
AT 25TH AND MISSION STREETS
BY "FORCE ACCOUNT"

CONTROL EQUIPMENT:	UNIT COST	TOTAL
1- Controller, solid state, 5 phase, including		$12,412
1- Cabinet, M/1 6- Amplifiers, detector loop 1- Flasher, solid state		
2 - Poles, steel, 28', 12" base, 3 guage	500	1,000
2 - Poles, steel, 32', 12" base, 3 guage	600	1,200
5 - Bases, concrete (poles and cabinet		900
2 - Rods, ground w/clamps, 8'	4	8
1 - Power service, complete w/CB, meter base and w/p metal box.		50
8 - Strandvises, 3/8", Reliable No 1	2	16
170 feet - Conduit, galv., 3/4"	22/C	37
2M - Conduit, galv., 1"	30/C	660
50 feet - Conduit, glav., 1½"	34/C	17
200 feet - Wire, copper, TW, No 10 guage	39/M	8
1,800 feet - Wire, copper, TW, No 14 guage	18/M	32
5,000 feet - Wire, copper, TW, stranded, 14 guage	23/M	114
4 - Cabinet, pole, steel, w/terminals	35	140
6 - Pushbuttons, pedestrian, w/ signs	20	120
4 - Signs, illuminated, interior,	108	432
4 - Boxes, junction w/ wt covers, 4"X4"X4"	12	48
25 gals - Epoxy resin	8	200
20 - Lamps, 69 W	.20	4
10 - Lamps, 150W	.40	4

COST ESTIMATE TRAFFIC SIGNAL MISSION AND 25TH STREETS (Cont'd)

8	Signals, vehicle,12"R 8"GY w/ backboards	$ 160	$ 1,280
2	Signals, vehicle, 8"YR 12" GTA w/blackboards	160	320
2	Signals, pedestrian, OSHD Type E	125	250
2	Signals, pedestrian, OSHD Type d	160	320
2	Beacons, red flashing, mtd on 4" pipe	70	140
2	Beacons, yellow, surface mount, curb CHTL531	180	360
4	Boxes, junction, w/t, w/covers and gaskets	12	48
500 feet	Cable,control,2 conductor, No 14	208/M	104
850 feet	Cable,control,4 conductor, No 14	225/M	191
110 feet	Cable, control,8 conductor, No 14	360/M	40
100 feet	Cable,control,14 conductor, No 14	410/M	41
410 feet	Cable, steel, utility grade, 3/8"	.08/ft	33
	MATERIALS TOTAL		$20,529

574 EQ
2524.31 Labor
23627.31 Tot

cc: R.D. Asburry
C.G. Swanson
J.R. Oakes
R.N. Chase
T.W. Litchfield

6-23-71

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5028(1)
Project Name: Mission Street @
25th Street (Salem) Section

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and City forces will ~~request that the contractor be directed~~ to stockpile these items at City Shop, 22nd and Howard SE. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Salem, Oregon, this 23rd day of June, 19 71.

CITY OF SALEM,

By William E. Stark

Title TRAFFIC ENGINEER

By B. T. VanOrsdel

Title DIRECTOR OF PUBLIC WORKS

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* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

cc: F.B. Crandall
R.D. Asberry
C.G. Swenson
R.N. Chase
L.P. Lenz
J.R. Oakes

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

6-21-71

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5028(1)

Highway No. City Street

Project Name Mission Street @ 25th Street (Salem) Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 21st day of June, 19 71.

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☑ UPE ☑ CE ☐ RE ☑ RPE ☐

City of SALEM

Virgil K. Miller
Mayor

Betty L. Marsh
Recorder

T.

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301
ENGINEERING DIVISION

June 21, 1971

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Bladorn:

Re: TOPICS Project T-5028(1) Striping Plan

Please be advised the revisions to the striping plan which you requested by letter on June 3rd have been approved by the City Traffic Engineer.

The mylar was revised and delivered to Mr. Al Hanson in final design.

Very truly yours,

David C. Van Dyke

DAVID C. VAN DYKE, P.E.
Project Engineer

DCV:rd

cc: R. D. Asburry
F. B. Crandall
B. T. Van Wormer

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JUN 23 1971
ENGR. C.E. UPE CE RE UE

T.

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City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301
ENGINEERING DIVISION

June 16, 1971

Northwest Natural Gas Company
3123 Broadway Street, N.E.
Salem, Oregon

Pacific Northwest Bell Telephone
700 State Street
Salem, Oregon

City of Salem
Department of Utilities

Portland General Electric Company
P. O. Box 191
Salem, Oregon

Salem Electric Company
633 Front Street, N.E.
Salem, Oregon

City of Salem
Traffic Engineer

Gentlemen:

Re: Mission Street Improvement from 23rd Street to
1,000 feet East of 25th Street

As discussed in the pre-design conference held at 1320 Edgewater Street, N.W., on January 19, 1971, this project is to be started this summer.

This is a joint Federal, State, and City project under the TOPICS program. Salem's Department of Public Works, Engineering Division, made the basic design and the Oregon State Highway Division will let the bid and supervise construction.

The time table calls for completion of the right-of-way acquisition by June 24th. The bids will be received on July 29th and construction will start early in August. It is, therefore, necessary for utility relocations to be completed by July 30, 1971.

Any new installations contemplated in the improvement area should be scheduled for construction now. It is the general policy of the City Council to disallow cutting of pavement or resurfacing that is less than three(3) years old. Also, please note that the asphaltic concrete will be 13 inches thick.

Questions regarding this project should be directed to David Van Dyke, Project Engineer (585-7500, Ext. 30) or Fred W. Sugnet, Regional Utility Engineer, (378-2626).

Very truly yours,

David J. Vargas

DAVID J. VARGAS, P.E.
CITY ENGINEER

DJV:rd

Enclosure

cc: R. D. Asburry
H. S. Cox
R. T. Van Wormer

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JUN 18 1971
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Salem TOPICS Project
Mission & 25th Streets

Attached is a copy of a letter from Salem Director of Public Works B. T. Van Wormer setting forth their thinking in ~~car~~ responsibility of Temporary Protection and Direction of Traffic on the subject project during the period that the City installs the traffic signals. This matter should be explained and provided for in the specifications for the contract of this project.

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RDA/jc

Attach.

cc: Richard Unrein

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1971
ENGR. CSGR. CE RE UE
UPE CE RE RPE

June 3, 1971

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Attn: Mr. David Van Dyke

Re: TOPICS Project T-5028(1)

Dear Mr. Van Wormer:

Enclosed is the original mylar striping plan for the TOPICS project on Mission Street along with a print which shows changes suggested by our Traffic Section.

Please review the changes and, if you agree, revise the mylar and resubmit it through our Regional Office.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: F. B. Crandall
R. D. Asbury

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JUN 3 1971
ENGR. COOR. CE AE UE
UPE CE RE UPE

June 2, 1971

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1971
ENGR. COOR. CE AE US
UPE CE RE RPE

Mr. Ray Asburry
Region II Engineer
East Salem Highway Building
Salem, Oregon 97301

Dear Mr. Asburry:

RE: Responsibility of Temporary Protection and Direction of Traffic.
Mission St. and 25th St. TOPICS Project.

The Federal Highway Administration on December 11, 1970, approved of the City of Salem using the force account method for installing the traffic signal on the Mission St. - 25th St. TOPICS Project providing satisfactory coordination can be worked out between the City and the roadway contractor for the handling of traffic.

The bid item entitled "Temporary Protection and Direction of Traffic" should place the entire responsibility of safe guarding traffic upon the contractor. The City of Salem's traffic signal section, under the supervision of Don Poujade, will coordinate the traffic signal phase of the work with the contractor in order not to delay the roadway construction schedule.

Very truly yours,

B. T. VAN WORMER
Director of Public Works

WES:vk
cc: Richard Harsin, Urban Engineer
Dave Vargas, City Engineer
W. E. Stark, Traffic Engineer
Don Poujade, Signals and Communications Supervisor

T.

24-06C2

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Signal Estimate
Mission & 25th St. Intersection
Salem TOPICS Project

D. G. Poujade left the attached specifications and cost estimate sheets for the signal portion of the subject project. This work is to be performed by City forces. Please take the necessary steps to make certain this portion of the work is included for eligible reimbursement. The groundwork for such has previously been laid by the County-City Unit.

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attach.

cc: Dick Bladorn
Ed Hall

RECEIVED
COUNTY & CITY SECTION
MAY 28 1971
ENGR. COOR. DE AE UE
UPE CE RE RPE

CITY OF SALEM, OREGON
TRAFFIC DIVISION

May 25, 1971

Specifications for Traffic Signal Equipment to be Used at MISSION and 25th Streets, S.E., Salem, Oregon.

General Design Requirements: All actuated control equipment shall be of "solid state" design as described herein. Timing shall be digital with accuracy based on the power cycle. As furnished the control equipment shall conform to the normal sequency of operation as shown below. The controller shall be installed by others at Mission and 25th Street, S.E., Salem, Oregon.

Phase A_1 and A_2 - OSHD Type IV (Mission east and west)

Phase A_3 - OSHD Type II (25th street north/south)

Phase B_1 - OSHD Type I (Left turn on Mission west to south)

Phase B_2 - OSHD Type I (Left turn on Mission east to north)

Control Equipment to be Furnished:

1- Five phase, solid state, modular controller consisting of:

2- OSHD Type I phase units. Standard resettable timing for one intersection without pedestrian features.

1- OSHD Type II phase unit. Standard resettable timing for one intersection with pedestrian timing feature.

2- OSHD Type IV phase units. Vehicle density timing with pedestrian timing features.

1- Flasher, solid state, to switch beacons and flashing red. to be separate from normal flasher of traffic signals and to have separate output from normal flasher. To be mounted inside controller cabinet.

6- Amplifiers, solid state construction, for detector loops.

1- Mounted in Type M-1 controller cabinet.

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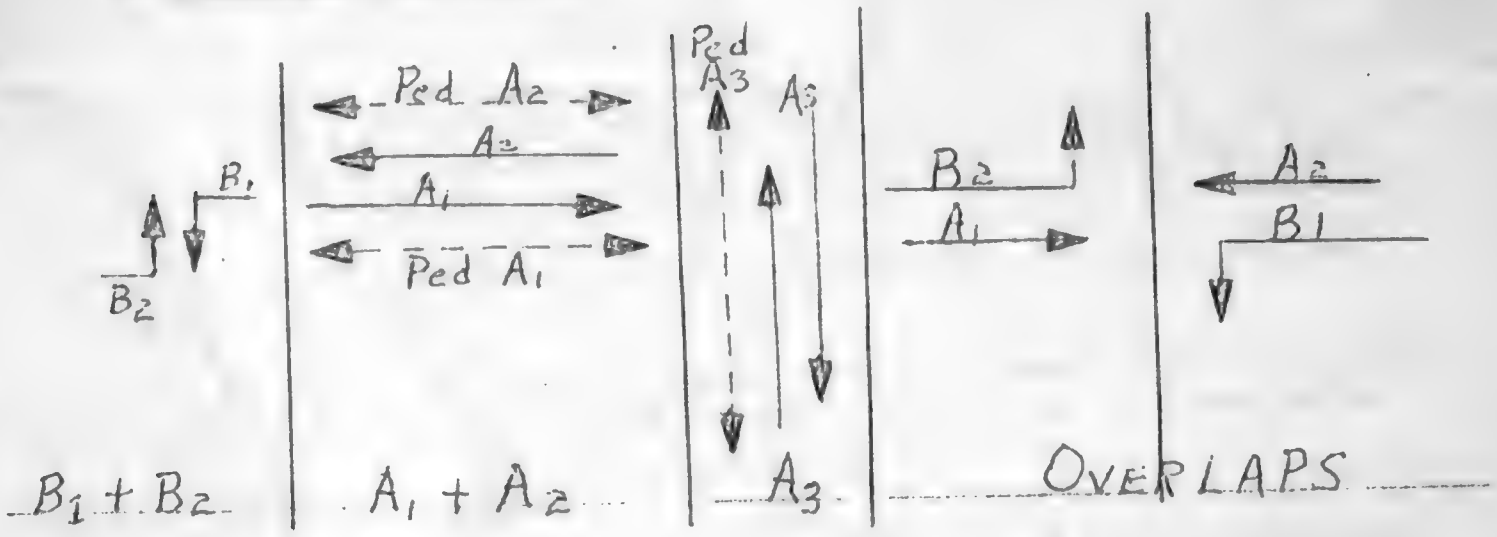
MAY 28 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

CITY OF SALEM, OREGON
Traffic Division

2. Sequence of Operation:



3. Sequence of "FLASH" Operation:

a. B_1 , B_2 and A_3 shall flash red color

b. A_1 and A_2 shall flash yellow

c. A_1 and B_2 shall flash alternately.

d. A_2 and B_1 shall flash alternately.

Vehicle Traffic Signals:

One-way, 3 section, span wire mounted, 8" green-yellow, 12" red, complete with metal backboards, disconnect hangers (CH-TL2471, Eagle UK-994 or approved equal). Tunnel visors and alzac reflectors. Plastic lens in all section. Signals and backboards shall be painted aluminum color as per Oregon State Highway Department Specifications.

One-way, 3 section, span wire mounted 8" red-yellow, 12" GTA. Signals shall comply with remainder of above paragraph.

Pedestrian Signals:

Oregon State Highway Department Type "D", 2 section, one-way, side of pole mount, incandescent lamp.

Oregon State Highway Department Type "E", 2 section, one-way, side of pole mount, incandescent lamp.

CITY OF SALEM, OREGON

GENERAL CONDITIONS

All equipment furnished under this bid shall fully comply with all requirements of the laws of the State of Oregon relative to such equipment. All equipment furnished shall comply with "Standard Specifications for Highway Construction", Oregon State Highway Department.

All equipment shall be completely assembled and ready for use when delivered.

The bid price shall include delivery, F.O.B., Communications and Signal shops, 1390 20th Street, S.E., Salem, Oregon unless otherwise noted.

All bids shall state the time of delivery.

The successfull bidder shall be required to furnish two (2) copies of Parts Manuals and three Operating Manuals for the type equipment he furnishes.

Prices bid shall exclude federal excise taxes from which Municipal agencies are expempt.

Each bidder shall furnish with his bid complete information concerning the equipment warranty to be provided.

TIME DISCOUNTS : Due to the City's schedule for payment of invoice discount allowed for payment in less than 20 days from date of invoice cannot be considered in award of bid.

It is anticipated that the bid will be awarded to the low bidder who is able to deliver all equipment speicified in this bid within 90 dgys after receipt of order. Bidders who are unable to make delivery of required equipment within the specified time limitation shall indicate so on proposal.

COST ESTIMATE FOR TRAFFIC SIGNAL MISSION AND 25th STREETS (Con'td)

		Vehicle Rental Equipment Pool
Loops		
Concrete Saw No 407	36 hours @ $9/Hr	$ 324
Water Truck No 267	36 hours @ 1.50/hr	54
Pickup truck No 179	16 hours @ .40/hr	6
Ladder Truck No 226	36 Hrs @1.13/hr	41
		$ 425
Signal Installation:		
Mobile Crane No 268	6 hours @ 2.50/hr	15
Ladder Truck No 226	94 hours @ 1.13/hr	106
Pickup Truck No 179	70 hours @ .40/hr	28
		149
	TOTAL EQUIPMENT RENTAL	$ 574

		Labor Charges
Blacksmith (welding etc)	8 hours @ $4/hr	32
D.G.Poujade	86 hours @ 5.68/hr	488
Theo. Roake, Jr	36 hours @ 4.44/hr	1660
Thos Kent	36 hours @ 4.24/hr	153
Stanley Ness	140 hours @ 4.18/hr	585
Owings, Conrad	6 hours @ 3.84/hr	15
William Clayton	140 hours @ 3.46/hr	484
	TOTAL LABOR	$1,917
	Labor Burden 23.76%	263
		$ 2,180

CITY OF SALEM, OREGON
Traffic Division

May 26, 1971

COST ESTIMATE FOR REVISING TRAFFIC SIGNALS
AT 25TH AND MISSION STREETS
BY "FORCE ACCOUNT"

	UNIT COST	TOTAL
CONTROL EQUIPMENT:		
1- Controller, solid state, 5 phase, including		$12,412
1- Cabinet, M/1 6- Amplifiers, detector loop 1- Flasher, solid state		
2 - Poles, steel, 28', 12" base, 3 guage	500	1,000
2 - Poles, steel, 32', 12" base, 3 guage	600	1,200
5 - Bases, concrete (poles and cabinet		900
2 - Rods, ground w/clamps, 8'	4	8
1 - Power service, complete w/CB, meter base and w/p metal box.		50
8 - Strandvises, 3/8", Reliable No 1	2	16
170 feet - Conduit, galv., 3/4"	22/C	37
2M - Conduit, galv., 1"	30/C	660
50 feet - Conduit, glav., 1½"	34/C	17
200 feet - Wire, copper, TW, No 10 guage	39/M	8
1,800 feet - Wire, copper, TW, No 14 guage	18/M	32
5,000 feet - Wire, copper, TW, stranded, 14 guage	23/M	114
4 - Cabinet, pole, steel, w/terminals	35	140
6 - Pushbuttons, pedestrian, w/ signs	20	120
4 - Signs, illuminated, interior,	108	432
4 - Boxes, junction w/ wt covers, 4"X4"X4"	12	48
25 gals - Epoxy resin	8	200
20 - Lamps, 69 W	.20	4
10 - Lamps, 150W	.40	4

COST ESTIMATE TRAFFIC SIGNAL MISSION AND 25TH STREETS (Cont'd)

8	Signals, vehicle,12"R 8"GY w/ backboards	$ 160	$ 1,280
2	Signals, vehicle, 8"YR 12" GTA w/blackboards	160	320
2	Signals, pedestrian, OSHD Type E	125	250
2	Signals, pedestrian, OSHD Type d	160	320
2	Beacons, red flashing, mtd on 4" pipe	70	140
2	Beacons, yellow, surface mount, curb CHTL531	180	360
4	Boxes, junction, w/t, w/covers and gaskets	12	48
500 feet	Cable,control,2 conductor, No 14	208/M	104
850 feet	Cable,control,4 conductor, No 14	225/M	191
110 feet	Cable, control,8 conductor, No 14	360/M	40
100 feet	Cable,control,14 conductor, No 14	410/M	41
410 feet	Cable, steel, utility grade, 3/8"	.08/ft	33
	MATERIALS TOTAL		$20,529
	EQUIPMENT RENTAL		574
	LABOR TOTAL		2,180
			$ 23,283

Mission St. @ 25th St. May 26, 1971

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Re: TOPICS Project No. T-5028(1)

Dear Mr. Van Wormer:

Enclosed are two copies each of a right-of-way and utilities certificate and a salvage certificate for the TOPICS project on Mission Street @ 25th Street. Please complete the forms and return one copy of each to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By
Urban Program Engineer

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Att. RB:ljt

Encl.

RECEIVED
COUNTY & CITY SECTION
MAY 26 1971
ENGR. COOR. OE AE OE
OPE CE RE OPE

6-21-71
Phone Dave VanDyke
We will try to
Run these down
BJ

RECEIVED
MAY 24 1971
ENGINEERING

T-5028(1)
7622

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

May 24, 1971

SUBJECT: TOPICS Project T-5028(1)
Mission St. @ 25th St. (Salem)

To: Mr. F. L. Hall
Design Engineer
BUILDING

Attn: Mr. P. L. Carstensen

Attached is the survey data for the subject project which has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Sheets 12 & 13 (Striping Plan & Signal Plan) have been forwarded to Traffic Section for their review.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

F. B. KLABOE

RB:ljt

Att.

cc: F. B. Klaboe
L. H. Young
F. B. Crandall

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

24-0602

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1971

SUBJECT: Location Data
25th & Mission Streets TOPICS Project
City of Salem

To: Frank Hall
DESIGN ENGINEER

Herewith the location data for the subject project as submitted to this office by the City's Engineering Department:

1 roll plan and profile (13 sheets Mylar)
1 roll detail map (Vellum)
1 roll profile
1 roll cross-sections on Mission Street
1 roll cross-sections on 25th Street
1 envelope containing the following:
- narrative report
- all field notes
- partial earthwork computations
- partial quantity summary
- soil sample report
- test hole log
- list of bench marks
- airport sketch map

You will note that the plan and profile sheets have been prepared in a manner consistent with our procedures but some additions remain to be made.

The City is particularly anxious to get early approval of the traffic signal installation design because of the lead time required to order the necessary materials.

R. D. Asburry
REGIONAL ENGINEER

by L. P. Drake

Leroy P. Drake
REGIONAL DESIGNER

LPD/jc

Attachs.

T. C.C.
5-21-71

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

May 20, 1971

Mr. R. D. Asburry
Regional Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Asburry:

Re: City of Salem TOPICS Project at Mission Street and 25th Street

Design of this project, as undertaken by our Engineering Division, is submitted herewith for incorporation, by your division, into final bid documents. Construction plans have been prepared consistant with State Highway Division standards, and should require only minor revision by your office.

Enclosed are the following documents:

1. Plan and Profile (13 Federal Aid Mylar Sheets)
2. Detail Map
3. Profile
4. Cross Section
5. Field Notes
6. Partial Earthwork Computations
7. Partial Quantity Summary
8. Narrative Report
9. Airport Sketch Map
10. Soil Sample Report
11. Test Hole Log
12. List of Bench Marks

Several suggestions for special provisions have been included in the Narrative Report.

If we can be of further assistance, please contact project engineer David VanDyke.

Yours very truly,

B. T. VAN WORMER
DIRECTOR OF PUBLIC WORKS

cc: H. S. Cox, County & City Engineer
L. E. George, Traffic Operations Engineer
R. S. Moore
W. E. Stark
Frank Terpin, Final Design Engineer
D. J. Vargas

MISSION STREET - 25TH STREET, SALEM

TOPICS

Narrative Report

The following report consists of design comments and background by the City's Design Engineer, Dave Van Dyke. Also included are suggested special provisions.

PAVEMENT -

The pavement thickness design (26" C.B.E.) provided by Clarence Gregg of OSHD's Geology section is only slightly heavier then our design. Both designs were based on soil samples obtained by the City of Salem and analyzed by the OSHD Soils Lab. The 2" of Class "C" A.C. wearing surface and 11" of Plant Mix Bituminous Base recommended has been incorporated in our plans. Independent traffic counts were taken by the City and State which varied only 2.5 per cent.

We concur with Mr. Gregg that the old pavement should be removed and replaced with the designed section as signs of failure have been noted. The 22' wide section of pavement constructed by K-Mart in 1970, (Station 35 + 25 to 39 + 80) has a crushed base equivalent of 26" and, therefore should remain. The existing gutter grades can be matched by varying the crown grade.

GRADES -

The City of Salem's design standards require the use of type "A" Monolithic curb and gutter for grades flatter than 0.4 per cent. In the 13' lane adjacent to the curb, the transverse grade has been increased to 4.0 per cent.

The combination of the foregoing and adequate catchbasins are necessary to insure proper drainage of roadway surfaces which have pedestrian walkways immediately adjacent to them.

STORM DRAIN DESIGN -

The drainage basin map was compiled from aerial photo contour maps and record maps. The storm drain design is based on the parameters set forth in the "Storm Drainage Study, City of Salem, 1968". We have based the design for the Mission Street drainage on a 10 year frequency or 10 per cent recurrance storm and assumed continued development within the drainage basin. The 66" concrete pipe was selected to accommodate the anticipated 142 cfs runoff from the 575 acre drainage basin.

The pipe strength requirements were analyzed using the Concrete Pipe Design Manual. It is assumed the worst loading conditions will exist before the pavement is placed with construction equipment working over the 66" pipe with only 6" of cover.

The required strength of pipe (0.01 inch D-load) is 765 lb./l.f./ft. dia. if class C bedding is used and maximum legal loads are applied. Pipe meeting ASTM C76 for Class 1 provides 800 lb./l.f./ft. dia.

We recommend using Class III Pipe (D 0.01 = 1350) which will provide a safety factor of 1.75. If cast-in-place concrete pipe can equal or exceed the strength requirements of Class III reinforced concrete pipe, we would consider it an acceptable alternate. In our opinion, the added expense of Class V pipe is not justifiable.

Extra strength non-reinforced concrete pipe is recommended for all pipe 24" in diameter and smaller.

UTILITIES -

The telephone and power lines are overhead on this job except for the underground telephone lines on the south side of Mission Street, east of 25th Street. The telephone company was unable to provide an accurate location of these lines. The location shown on the maps is only intended to indicate lines exist in the area. The gas company has only one crossing of Mission Street which is at 25th Street.

A water line runs along the south side of Mission Street, west of 25th Street and another line crosses at 25th Street. The only known conflict with the storm drain is the sanitary sewer service line which crosses at 25th Street. This line can not be lowered because it is on a minimum grade down stream. One possible alternate is to connect this line to an abandoned sanitary sewer located in the middle of K-Mart parking lot. The city will pursue the relocation of this line.

RIGHT-OF-WAY -

The city's agent has been unable to reach an agreement with two property owners for the acquisition of the 5' right-of-way. All other parcels have been purchased and negotiations continue on these two. However, the city has experienced difficulty in dealing with one individual in the past and we anticipate condemnation may be necessary.

AIRPORT -

The Mission Street - 25th Street intersection is beneath McNary Field's northwest clear zone. However, a vertical clearance of 41' is available at the intersection which is approximately 2,250' from the end of the runway.

The Federal Aviation Agency's approval has been obtained to dedicate 5' of airport property for right-of-way.

In 1932, the Marion County Surveyor established the center line and right-of-way lines of Mission Street from 17th Street easterly. The center line location and stationing established by that survey is utilized on this project.

The overall length of the Contract Project is 2,690 L.F. The Project length is 1,600 L.F.

SPECIAL PROVISIONS -

The accompanying Detour Drawing was prepared to encourage lower bid prices. Closing 25th Street north of Mission Street for up to one week would be approved by the city if additional cost savings could be expected.

Due to the cost of 66" pipe, an exception should be made to the normal method of paying for tees and crosses. (Section 603.82) In this case, the contractor should be paid for 2 l.f. of the smaller sized pipe.

Attached is a copy of the City of Salem's "Supplemental Standard Specifications for Public Works Construction, 1971". Notice these supplementals are written for the "Standard Specifications for Highway Construction, 1964 Edition".

Article 7-30 e. "Notification to Fire and Police Departments" should be included in the Special Provisions for Mission Street.

We would also like to bring to your attention Article 7-26 "Damage to Public Utilities". This supplemental specification has been modified to meet our local needs.

We normally include the following in our Special Provisions:

108-2.1 Water

Add the following:

"Water will be available from a city hydrant in the area. If the contractor chooses to use city water, he shall make the necessary arrangements for purchasing same from the City of Salem, Department of Utilities, Customer Service Station (Phone 581-5123, Ext. 70)".

It may become necessary to include a special provision regarding vehicular access to the service station at the southwest corner of 25th Street and Mission Street. The owner has asked that at least one driveway on Mission Street remain open at all times. Negotiations for the 5 feet of right-of-way have not been completed at this time.

RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
ENGR. ✓ C. OR. ✓ LE AE ✓ UE
✓ UPE ✓ CE RE RPE

May 18, 1971
(date)

Mr. Robert S. Moore
City Manager
City Hall
Salem, Oregon 97301

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

(TOPICS)

Highway -----

Section SE Mission Street @ 25th SE (Salem): Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [XX]

If answer is yes, please list organizations:

May 20, 1971
(date)

By B. T. Hawkins
Director of Public Works

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

MEMO TO FILES

3/12/71

RE: Mission Street SE @ 25th Street SE (Salem)
TOPICS Project

The City of Salem (per phone conversation with Dave Van Dyke) is contemplating cutting off the drainage ditch on the north side of Mission Street at the east end of the project; acquiring easements; and running the ditch or a pipe north to Shelton Ditch, thereby eliminating the need for a pipe along the north side of the project. The question arose as to whether or not another public hearing would be required and would the FHWA go along with spending Federal funds off the project right-of-way.

I phoned Lyle Renz, who checked this out, and informed me that the FHWA would approve of the change and requested that the City submit an estimate of the difference in cost and a justification statement listing their reasons for the change. Also, according to PPM 20-8, paragraph 7c, the City would in all likelihood be required to hold another hearing because of adding more water to Shelton Ditch involving many properties along its banks. If the City did not wish to hold a hearing, they would have to submit a statement that there would not be any substantial social, economic, or environmental effects caused by the change.

I conveyed the above to Dave Van Dyke by phone. He said they would give further consideration to the matter and inform me of their decision at a later date.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt-mm

cc: L. H. Young
R. D. Asburry

3-16-71
Per phone conversation with Glen Hosner - FHWA opinion is that there is no significant change in original concept. Therefore an additional public hearing is not necessary. I so informed Dave Van Dyke by phone.

B.

RECEIVED
FEB 24 1971

FORM E-90 (REV. 10-69)

FOR FILING

T-5028(1)
1622

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 22, 1971

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer

Salem

B U I L D I N G

Controller
TOPICS Traffic Signal Project
Mission St. at 25th St.
Salem

3380

The City of Salem is making the traffic signal installation which is a part of the overall TOPICS project at the intersection of 25th Street and Mission Street with it's own forces. Because of delivery problems for five-phase fully-actuated solid state controllers, Bill Stark has asked if the City can purchase the controller from the State Highway Division and thus expedite the installation.

The State has an excess of such controllers in stock. The Federal Highway Administration indicates that it would have no objections to the City purchasing the controller from the State. Your approval of this arrangement is recommended.

L. E. George
L. E. George
Operations Engineer

VPJ:pb

copy to George 2-24-71

2-23-71
F. B. Klaboe

RECEIVED
FEB 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 92478-734

RECEIVED
FEB 18 1971
FOR FILING
I-5028(1)
7622

February 16, 1971

City of Salem
City Hall
Salem, Oregon 97301

MISC. CONTRACTS and AGREEMENTS No. 4157

Attention: Miss Betty J. Marsh
City Recorder

Gentlemen:

Attached are fully executed copies of two agreements covering construction of Mission Street S.E. at 25th Street S.E.

We have retained fully executed copies of each of the agreements for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conf. agreementsatt.)

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

February 10, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Federal Aid TOPICS Project
25th and Mission Streets

Dear Mr. Cox:

Enclosed are three copies each of the two agreements covering the Federal Aid TOPICS Project at 25th and Mission Streets.

The Mayor and Recorder have signed the agreements and Resolution 71-8 authorizing the Mayor and Recorder to sign on behalf of the City has been made a part of the agreements.

Very truly yours,

B. T. Van Worma

B. T. VAN WORMER
Director of Public Works

WES:br

cc: David J. Vargas, City Engineer
William E. Stark, Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
FEB 12 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
FEB 1 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 February 8, 1971

T-5628(1)
7622

Mr. H. T. Van Worner
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Van,

On January 29, 1971, the Federal Highway Administration granted location-design approval for the Federal Aid TOPICS project on Mission Street S.E. at 25th Street S.E. As soon as the limits for additional right-of-way are determined, the City of Salem may proceed with this acquisition.

In order for a contract to be awarded early this spring and for the project to be completed during the coming construction season, we urge that the City expedite its phase of preliminary engineering and right-of-way acquisition. We will endeavor to expedite our processing of the project. We wish to further relate that we have not received the two signed agreements covering this project.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Unrein
Richard Unrein
Urban Engineer

RU:ljt

bc: B. B. Klaboe
F. B. Crandall
L. H. Young
F. L. Hall
R. D. Asburry

RECEIVED
FEB 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR 1240.1 (Rev. 4-68)

RECEIVED AUG 1 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO. T-5028(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-1-71

FROM:	PROGRAM NO.	STATE PROJECT NO.
R. E. Simpson, Division Engineer Salem, Oregon		Mission St. at SE 25th St
	ITEM NO. T-21	COUNTY NAME: Marion
		PROGRAM STAGE (Check): [ ] 1 [X] 2

TO:

T-5028(1)

7622

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	January 29, 1971	Type II System
		STATE ROUTE NUMBER: City Street

LIMITS OF AUTHORITY

You are authorized to proceed with all phases of preliminary Engineering necessary to prepare PS&E documents as requested in Mr. Young's January 25, 1971 letter.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Young 2-9-71

NOTED
TOM EDWARDS

RECEIVED
FEB 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-1-71	[signature]	For Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

7622

City Hearing

OREGON STATESMAN, Salem 97308 February 4, 1971

CAPITAL JOURNAL, Salem 97308

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties within the city of Salem, Marion County, Oregon, relative to proposed plans for traffic signals and related work at the Mission Street S.E. and 25th Street S.E. Intersection. The proposal is approximately as shown on the map previously sent.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Monday, February 8, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. R. D. Asburry, Regional Engineer, in Salem, phone 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting, (5107-608-04)
County and City Section
Public Information
R. D. Asburry, Region Engineer
City of Salem
Attn: Mr. B. T. Van Wormer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase

NOTICE GRANTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Salem and the Oregon State Highway Division, under date of January 29, 1971, have received the Federal Highway Administration's location-design approval for installation of traffic signals and related construction at the intersection of Mission Street S.E. and 25th Street S.E. in Salem, Marion County, Oregon.

The proposed project consists of a multi-phase traffic signal, widening and channelization in the immediate vicinity. Widening is proposed along Mission Street to provide four lanes with left-turn refuges. Widening will also be accomplished on 25th Street northerly of Mission to provide a right-turn lane.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt

2/4/71

OREGON STATESMAN, Salem
CAPITAL JOURNAL, Salem

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5028(1) TOPICS
Mission St. SE. at 25th St. SE. - Salem
Location/design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject project as requested in Mr. Young's January 25 letter.

2-2-71
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

January 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Location/Design Approval
Mission St. S.E. at 25th St. S.E.
Project T-5028(1)
City of Salem
Marion County

Attention: Mr. Glen Green

Dear Sir:

We request your approval of the location/design as described hereinafter and in the enclosed applicable supporting material for the proposed subject TOPICS project.

The corridor/design public hearing was held December 3, 1970 in the Council Chambers at Salem's City Hall in Salem, Oregon. In compliance with paragraph 8c of PPM 20-8, we are submitting the following:

1 copy of the Hearing Transcript.

1 copy of the "Notice" for the corridor/design hearing published in appropriate news media on November 2, 1970 and November 23, 1970 with affidavit of publication.

1 copy of two news articles about the hearing published in the Salem daily newspapers, the "Statesman" and the "Capital Journal".

1 copy of invitation letter mailed to all property owners abutting the project and with list of the property owners.

1 copy of Map presented at the hearing (large size).

Location: The proposed corridor follows the existing Mission Street S.E. with the termini locations approximately 950 feet either direction from 25th Street S.E.

Design: The proposed project consists of a 66-foot curbed section on Mission Street S.E. providing four 12-foot travel lanes of high-type pavement and a left-turn refuge for east and westbound traffic at 25th Street S.E. 25th Street S.E. will be widened north of Mission Street S.E. to add a right-turn lane. Also, replace existing two-phase fully traffic activated signals at intersection with fully traffic actuated multi-phase traffic signals.

Parking will be prohibited. Access will not be controlled and the majority of the existing approaches will retain their same locations.

More complete location/design details are contained in the enclosed public hearing transcript and hearing map.

Enclosed is a copy of the City of Salem letter of January 20, 1971 certifying that they have considered the hearing transcript data as well as the social, economic and environmental effects and have concluded the location/design as set forth hereinabove is suitable for the proposed project. The Oregon State Highway Division, after review of the data as set forth, concurs with the conclusions of the City of Salem.

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The proposed project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

A copy of Mid-Willamette Valley Council of Governments' (Clearinghouse for District 3) letter of November 17, 1970 approving the project was submitted to FHWA November 19, 1970 as part of the program data for subject Project T-5028(1).

We further request your authorization, concurrent with location/design approval, to proceed with the P.S.&E. preparation phase of preliminary engineering for the subject Project T-5028(1).

We trust the foregoing data, with the FR-1 program data submitted previously, are sufficient to allow approval of the location/design and authorization of P.S.&E. preparation for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

Enclosures

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Frank L. Hall
H. S. Cox
R. H. Chase
B. L. Gifford

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

January 20, 1971

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Bladorn:

On December 3, 1970 the City of Salem held a public hearing for the TOPICS project at 25th and Mission Streets. No additional written statements were received after the ten days had elapsed following the hearing. Enclosed are the following:

Three copies of a typewritten verbatim transcript of the formal public hearing.

A copy of the legal notice published in both local newspapers.

A copy of the letter mailed to all property owners abutting the project.

Copies of clippings from both newspapers.

Three copies of the project proposal as presented at the formal hearing, for which location and design approval is sought.

An informational meeting was set up in the City Engineer's office, 1320 Edgewater Street N.W., between the hours of 1:00 and 3:00 p.m., Tuesday, November 24, 1970. No persons attended this informal hearing.

We have studied and evaluated the testimonies given at the public hearing and have considered the socio-economic and environmental effects of the location and design of the project. It is our opinion that the project is compatible with the urban area's planned transportation system and that there is no significant impact on the environment.

We hereby request that the State Highway Division seek location and design approval of the 25th and Mission Street project from the Federal Highway Administration.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

WES:br
Encl.

RECEIVED
COUNTY & CITY SECTION
JAN 20 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CORRIDOR-DESIGN PUBLIC HEARING

8:00 p.m., December 3, 1970
Salem City Hall

Re: Federal-Aid TOPICS Project
25th and Mission Streets
City of Salem, Marion County, Oregon

MR. WILLIAM STARK: Ladies and gentlemen, it is now 8:00 p.m., Pacific Standard Time, Thursday, December 3, 1970, which time has been scheduled for the formal public hearing for the proposed Federal Aid TOPICS project at the intersection of 25th and Mission Streets in the City of Salem, Marion County, Oregon. TOPICS stands for Urban Traffic Operations Program to Increase Capacity and Safety.

The proposed project will be constructed under the Federal Aid Highway TOPICS program and will be financed with Federal, State and City funds. Federal Aid TOPICS funds are available to urban areas to increase traffic capacity and safety upon the existing urban street system. The Federal Government pays for approximately 60% of the project construction costs, with the remaining 40% being shared equally by the State and City. Local government in urban areas applies for Federal Aid TOPICS funds through the State Highway Division. The State Highway Division submits a program for individual projects to the Federal Highway Administration, which approves, disapproves, or requires modifications or revisions in the program to conform with Federal Aid Highway rules and regulations. Upon approval of the Federal Highway Administration the State or City proceeds with the survey and the State prepares the final plans and specifications and awards all contracts. When required, the City holds the necessary public hearing, and one of the requirements for public hearing is when we acquire right-of-way, and that's the main reason this public hearing is required.

The Federal Highway Administration has put into effect certain Policy and Procedure Memorandums governing public hearings. These memorandums set forth the rules under which we are conducting tonight's corridor-design hearing relating to this proposed Federal Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal prior to development of final plans.

When you came in, registration cards were handed out and are available to those who wish to make oral or written statements tonight. By written statements, you can write on the card and hand that part in with your comments on the card. In addition, anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. That's ten days from this date, it still can be entered into the record. Such written comments should be mailed to City Hall in care of Mr. David Vargas, City Engineer.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division and the Federal Highway Administration for review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal.

We will conduct this hearing in the following manner: first, an engineering description of the proposal will be presented; next, I will give a brief explanation of right-of-way acquisition procedures, then anyone wishing to make a statement will be given the opportunity to do so, and I will call them off as they have signed the cards here.

So that you may know those of us in the front of the room, I would like to introduce on your far right over here at the table, Mr. Dick Unrein, Urban Engineer with the Oregon State Highway Division, who handles the Highway Division's program in TOPICS. Next to him is Mr. Ramon Asburry, who is the Region II Engineer at Oregon State Highway Division. Next to him is Mr. Lyle Renz, Area Engineer with the Federal Highway Administration. On my right here is Mr. David Vargas, the Salem City Engineer, and over to the right over under the map is Mr. David Van Dyke, who is Project Engineer of this TOPICS project. I am William Stark, Traffic Engineer, City of Salem.

At this time I would like to call on our City Engineer, Mr. David Vargas, to explain the proposed design of the project, and Mr. Van Dyke will assist him by pointing to the map over there so that you can see what is being discussed. Mr. Vargas.

MR. DAVID VARGAS: Mr. Stark, ladies and gentlemen. The purpose of the proposed project is to reduce peak hour traffic congestion and delay on Mission Street at its intersection with 25th Street.

A traffic count taken on September 9, 1970 revealed 18,380 vehicles entering the 25th Street-Mission Street intersection; 6,430 entered from the west. Of the 6,550 vehicles entering from the east, 2,130 made left turns. In other words, of the vehicles entering the intersection driving west on Mission Street, 32.5% turned left and exited driving south on 25th Street. Drivers waiting to execute left turns block the through traffic on this narrow two-lane facility, creating severe congestion.

Referring to the hearing map, you will note that 25th Street intersects the project at its mid-point. The proposed curbs are shown in red. Right-of-way to be acquired is shown in blue, and the pavement markings, in orange.

The proposed project will be a four lane facility, 66 feet between curbs. There will be an additional left turn refuge lane for east and westbound traffic at 25th Street. Traveled lanes will be approximately 12 feet in width. Concrete curbs will be constructed from 24th Street on the west to a point approximately 350 feet east of 25th Street, which is just east of Williams Bakery driveway. Beyond the ends of the curbs the pavement will taper gradually to its existing two lane width. The total length of the project is approximately 1,900 feet.

The alignment and grade of the proposed facility will follow the existing line and grade very closely. As the hearing map shows, we plan to acquire an additional five feet of right-of-way on each side of Mission Street plus radii on the corners. The center line of the right-of-way will not change. Curbs will be constructed as nearly as practicable to match adjacent properties.

It is the City's policy to require five foot wide portland cement concrete sidewalks on all improved streets. However, sidewalk construction costs cannot be included in the TOPICS project. Therefore, as this project progresses, property owners will be notified of alternate ways to have their sidewalks constructed either after or concurrently with the street construction.

The property owner may construct the sidewalk himself or he may hire a contractor or request that City forces construct the sidewalk. In any event, the full cost of sidewalk construction will be borne by the property owners.

Tentatively, it has been determined that the City will assess 20% of the cost of curbing and lesser portions of the paving and drainage costs.

The large ditch on the north side of Mission Street is to be tiled throughout the entire length of the project. The landscaped island at the southeast corner of the Mission-25th intersection will be cut back and signal and utility poles relocated to accommodate the additional lanes of traffic. Improvements to the traffic signals will also be made to provide for left turns. Construction is scheduled for the summer of 1971.

This completes the description, Mr. Stark.

MR. WILLIAM STARK: Thank you, Mr. Vargas. And now, at this time, I would like to explain the procedures for acquiring right-of-way. That which is shown in blue is required under the proposed plan, and any property which is required for the construction of the project will be appraised on the basis of "Market Value." Market value is defined as the price a willing buyer would pay for property offered by a willing seller, with neither party having any obligation to either buy or sell. To pay more than the market value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than market value would be unfair to the property owner.

In accordance with the Federal Highway Act of 1968, the following assurances must be given:

1. That every reasonable effort will be made to acquire real property by negotiation.

2. That no person shall be required to move from his home, farm, or business location without at least ninety days' written notice.

3. That an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms, or business locations. We are obligated, therefore, to provide relocation assistance and payments to anyone who is displaced and required to move from his home, farm, or business location by Federal-Aid Highway programs.

The Highway Division has published a brochure explaining the relocation assistance program, and we have copies of this brochure that I am holding here at this meeting, and I would suggest you pick up a copy if your property is going to be affected by the project. Now our right-of-way agent will explain the program in full at the time of negotiations, and eligibility for the various benefits under the program will have been determined and will be explained fully at that time.

Now at this time, statements will be taken regarding the proposals, and we want to again assure you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Again we would like to remind you that we will accept additional written comments for ten days after the close of this hearing. We ask that you tonight confine your remarks to the relative merits of the major design features of the proposal. Problems of personal concern, such as in right-of-way acquisition and damages involved in acquiring right-of-way, may be discussed and perhaps resolved after negotiating with the right-of-way agent. After the meeting we will be here and will be glad to go over any part of the plan with you.

As you testify tonight, please come to the lectern and give your name and address, and try to get as close to the mike as you can so that this will come out clearly on our tape recorder. And we would ask that while one person's talking please do not interrupt because this garbles the transcription on the tape recorder, so we can't come out with what we said. So one at a time, please.

At this time I'd like to call on Mr. Jim Dutoit, Chairman of the Salem Citizens Advisory Traffic Commission.

MR. JIM DUTOIT: Thank you, Mr. Stark. I give my name as Jim Dutoit, 3840 Stanley Lane S., in Salem, and I am here tonight representing the Salem Citizens Advisory Traffic Committee. This 25th and Mission Street congested area has been before our committee many times in the last at least two and a half years that I have served on this committee. It has been the general consensus of our committee and been recommended twice to the City Council that this project be given the go-ahead, so we would like to very strongly favor this project after a great deal of study and a great deal of complaints, both from Salem residents and outside of Salem residents. Thank you.

MR. WILLIAM STARK: Thank you, Mr. Dutoit. Mr. Don Cannon.

MR. DON CANNON: I am Don Cannon from 3255 Mission, and I represent the Salem Gun Club. I really haven't got a statement, I've got a few questions to ask. One, is this improvement, does this just go to the gun club's property line, or does the ditch filling go on beyond that?

MR. WILLIAM STARK: I'll ask the City Engineer, Mr. David Vargas, to answer that one.

MR. DAVID VARGAS: The ditch filing actually would go beyond your west property line. According to the map the curbing, though, and the right-of-way acquisition, would stop before it gets to your property. Is that correct Dave? In other words, we'll be acquiring from the Williams Bakery, but not from the gun club. But the tiling actually will have to extend east of the right-of-way acquisition in order for us to taper the pavement back to its two lane width.

MR. WILLIAM STARK: What I would remind you of, Mr. Van Dyke, is this has to go on the tape. Please use the mike.

MR. DAVID VAN DYKE: This would be the property line at the west property line of the Gun Club. The curbing would end back near the entrance to Williams Bakery and there would be no property required from the Gun Club at this time, but the piping of the ditch would extend well east of this point.

MR. DON CANNON: Now, one other question. Would this have any change in our entrance into the Gun Club?

MR. DAVID VAN DYKE: I would say generally, no. There is no particular reason why it should have a change in entrance. The driveways would be regulated by the normal City of Salem ordinances regarding driveways.

MR. DON CANNON: What I was concerned with, would it be moved down, or it would stay about the same location.

MR. DAVID VARGAS: There's no plan to change it.

MR. DON CANNON: That's all. Thank you.

MR. WILLIAM STARK: Thank you, Mr. Cannon. Mr. J. L. Burnett.

MR. BURNETT: My question has been answered. Thank you.

MR. WILLIAM STARK: For the record, Mr. Burnett indicated his question has already been answered. Mr. Eldon McDermeit.

MR. ELDON McDERMEIT: Mr. Chairman, my name is Eldon McDermeit. My family and I live at 2420 Helm Street. This is at 24th and Mission Streets and has been our home for over twenty years. Mission Street is at the rear of our house. Will you point to the map, Mr. Van Dyke? As you will see, our house is very nearly at the curb, and I believe Mr. Vargas indicated it would be some 8 feet from the curb, 8 to 10 feet, and you might say when we moved there in 1950 it was a new house on a quiet residential street in a residential zone.

We have since added two bedrooms, a second bath, a double garage with a large finished room above, a utility room, covered patio, installed a sprinkler system and other improvements to make it comfortable and a pleasant place to live.

Some years ago the city rezoned our property to "commercial," the first step of many which tend to reduce its value.

The proposed widening of Mission Street would put the curb an estimated 8 to 10 feet, as I said, from our bedroom and garage. It is well known that most of the transport and log trucks coming in or leaving Salem along with increased traffic of all types, travel Mission Street day and night. We oppose the proposed project for four main reasons:

Number one. Excessive noise. It is bad enough now, but the house would be virtually uninhabitable. Sleeping would be impossible and conversation difficult with truck traffic that near.

Number two. Unsafe. During the years we've lived there, 20 years plus, several trucks and cars have been in the ditch right near our house. The ditch provides a buffer zone now. We would not dare to go to bed at night with the ditch removed and the trucks traveling a few feet away. And I might say that at the present time we have a hedge along the house which helps cut down on the noise. This would be removed so we wouldn't even have this protection.

We feel the paving cost is unfair. This evening Mr. Vargas indicated that our property will be assessed for a part of the paving of Mission St. Our house and those of our neighbors face on Helm Street, which we have already been assessed for paving. If it was a residential area it would probably increase the value of abutting property. This project, to the contrary, will reduce the property's value. I am speaking of our own property. I am not speaking of anyone that might live farther down the street one way or the other. The additional paving is for the public's good to alleviate the bottleneck in the area. It is not we on Helm Street who caused the bottleneck.

Number four. Our property would be unsaleable. As important as the foregoing three points are, we cannot ignore the project's effect on our ability to sell our home. We contend that it would be unfair to compare this project's effect on our property with widening of streets in other areas, such as Mill St. or Trade St., or even Lancaster St. This being the main truck route for Salem makes any such comparison impossible and misleading. We recently had an FHA appraisal of our home, and I have a copy attached which I will leave with you. Their appraised value was $16,800. This was with Mission St. where it is now, not where you proposed to put the street. We discussed our situation with a real estate agent, probably the most noted real estate agency in town, who told us that the appraisal would even have been higher if it were not for the proximity of Mission St. We feel that no one would buy our property or live there as a rental if the street is widened. The street project would result in damaging our property to the full extent of its value, about $17,000. And I would like to ask all of you, that is, would you want to live there after completion of the project? Thank you very much.

NOTE: A copy of the aforementioned FHA appraisal is attached.

MR. WILLIAM STARK: Thank you, Mr. McDermeit. In comments to the damage to be done, this will be taken into account by the professional appraiser when he comes up with the fair market value of your property, and this, of course, is appraised on the basis of it today as Mission St. is, and then on the basis of what we will be doing to your property after the taking. So these are factors that will be reckoned with in the acquisition of right-of-way.

MR. DAVID VARGAS: Mr. Stark, I'd like to add as a point of clarification that the curbing proposed in this project will be located within the existing right-of-way except at the corners of 25th St. so the 5 ft. strip that we are acquiring away from the intersection is to accommodate the sidewalk and not the street itself.

MR. WILLIAM STARK: Thank you, Mr. Vargas. Are there any others that did not indicate on the card they wish to speak and would like to say anything? We would remind you again that written statements will be received for ten days following this hearing and will be entered into the record, even though you may have spoken tonight. If you feel that you have something else to add by written letter, you have ten days to submit it.

All information developed in support of this proposed project will be available upon request at the City Hall for public inspection and copying at any time prior to the location and design of the project being approved by the Federal Highway Administration. So, if no one else wishes to add anything, we will declare this hearing officially closed at 8:26 p.m., Pacific Standard Time.

Form Approved
Budget Bureau No. 52R-1047.1

FHA MORTGAGEE NO.	U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FEDERAL HOUSING ADMINISTRATION	FHA CASE NO.
49206 010 1		

STATEMENT OF APPRAISED VALUE FOR A MORTGAGE TO BE INSURED UNDER THE NATIONAL HOUSING ACT

☒ SEC. 203(b) ☐ SEC.

PROPERTY ADDRESS

2420 Helm St. S. E.
Salem, Ore. 97302

MORTGAGEE

Ladd & Bush - Salem Branch
United States National Bank of Oregon
302 State Street
Salem, Oregon 97301

ESTIMATED FHA VALUE

(☐ *Replacement Cost Sec. 213 or 220)*

Value (*Excl. Cl. Costs*) . . $ 16500
Closing Costs . . . . . $ 300
FHA VALUE . . . . . $ 16800

MONTHLY ESTIMATES

Fire Ins. . . . . $ 2
Taxes . . . . . $ 25
Main. & Repairs $ 10
Heat & Utilities $ 21

STATEMENT ISSUED BY (*Authorized Agent*)

[signature]

DATE THIS COMMITMENT

Issued: 11-12-70 "198"
Expires: 2-12-71 "198"

DEFINITION OF APPRAISED VALUE

The Federal Housing Commissioner has valued the above identified property for mortgage insurance purposes in the amount shown.

FHA's estimate of "Value" or "Replacement Cost" (Section 213 or 220) does not fix a sales price; does not indicate FHA approval of a purchaser of the property; nor does it indicate the amount of an insured mortgage that would be approved.

"Value" is an estimated total price of a property, excluding payments for closing costs and prepaid expenses such as taxes and insurance. Value assumes the property is held in fee simple without special assessments.

"Replacement Cost" is an estimate of the current cost to reproduce the property including land, labor, site survey and marketing expense but excluding payments for prepaid expenses such as taxes and insurance and closing costs.

"FHA VALUE" is the sum of the estimate for "value" or "replacement cost" and the FHA estimate of closing costs, such as survey, title evidence, recording fees, etc. Under those sections of the National Housing Act (such as 213 or 220) where the maximum mortgage amount must be based on estimated replacement cost, the "FHA Value" shall be deemed to mean "replacement cost" for mortgage insurance purposes.

The law requires that FHA mortgagors receive a statement of "appraised value" prior to the sale of the property. If the sales contract has been signed before the mortgagor receives such a statement, the contract must contain, or must be amended to include, the following language:

> "It is...agreed that,....the purchaser shall not be obligated to complete the purchase...or to incur any penalty...unless the seller has delivered to the purchaser a written statement... setting forth...the value of the property for mortgage insurance purposes not less than $_____. The purchaser shall have the privilege...of proceeding with...this contract without regard to the amount of the...valuation."

ADVICE TO HOME BUYERS

ADVANCE PAYMENTS---Make extra payments when able. You pay less interest and have your home paid for sooner. Notify the lender in writing at least 30 days before the regular payment date on which you intend to make an advance payment.

DELINQUENT PAYMENTS--Monthly payments are due the first day of each month and should be made on or before that date. The lender may make a late charge up to 2 cents for each dollar of any payment more than 15 days late. If you fail for 30 days to make a payment, or to perform any other agreement in the mortgage, your lender may foreclose. You could lose your home, damage your credit, and prevent your obtaining further mortgage loans. If extraordinary circumstances prevent your making payments on time, see your lender at once. If you are temporarily unable to make your payments because of illness, loss of job, etc., your lender may be able to help you. Ask your lender to explain FHA's forbearance policy. **YOUR CREDIT IS AN IMPORTANT ASSET; DON'T LOSE IT THROUGH NEGLECT.**

ADJUSTED PREMIUM CHARGE---If you make extra payments in any year of more than 15% of the original mortgage amount, you may have to pay an adjusted premium charge. This charge is 1% of the original mortgage. FHA is authorized to charge a premium of not less than ¼ of 1% nor more than 1% per year, but has set the premium at ½ of 1% assuming it will be paid over the whole mortgage term. When a mortgage is paid off in advance, the premiums collected do not cover FHA cost and an adjusted premium is charged to offset the loss. If this charge were not made, the premium would have to be higher. An adjusted premium is not made if a new FHA mortgage is placed on the property, or if the FHA insurance is in force for 10 years or longer.

TAXES, ASSESSMENTS, AND INSURANCE---Send your lender bills for taxes, special assessments, or fire insurance that come to you. The fire insurance the lender requires you to carry usually covers only the balance of the loan. Check this with your lender. You may wish to take out additional insurance so that if the house is damaged your loss will be covered as well as the lender's. If your home is damaged by fire, windstorm, or other cause, write your lender at once. Taxes for the coming year can't be known until the bills are received. If they exceed the amount accumulated from your payments, you will be asked to pay the difference.

CLOSING COSTS - In the heading is FHA's estimate of anticipated closing costs, such as fees for preparation of mortgage instruments, attorneys' fees, title insurance, origination fees and documentary stamp taxes. The estimate does not include charges for such prepayable items as taxes, fire insurance.

BUILDER'S WARRANTY--When FHA approves plans and specifications before construction, the builder is required to warrant that the house conforms to FHA approved plans. This warranty is for 1 year following the date on which title is conveyed to the original buyer or the date on which the house was first occupied, whichever occurs first.

If during the warranty period you notice defects for which you believe the builder is responsible, ask him in writing to correct them. If he fails to do so, notify the FHA insuring office in writing. Mention the FHA case number shown in the heading. If inspection shows the builder to be at fault, the FHA will try to persuade him to make correction. If he does not, you may seek legal relief under the builder's warranty. Most builders take pride in their work and will make justifiable corrections. They cannot be expected to correct damage caused by ordinary wear and tear or by poor maintenance. Keeping the house in good condition is the owner's responsibility.

OPERATING EXPENSES--In the heading are FHA estimates of monthly costs of taxes, heat and utilities, fire insurance, maintenance and repairs. The estimated figures will probably have to be adjusted when you receive the actual bills. **BEAR IN MIND THAT IN MOST COMMUNITIES TAXES AND OTHER OPERATING COSTS ARE INCREASING.** The estimates should give some idea of what you can expect the costs to be at the beginning. In some areas FHA's estimate of taxes may also include local charges such as sewer charges, garbage collection fees, water rates, etc.

IF YOU SELL---If you sell while the mortgage exists, the buyer may finance several ways. Understand how these arrangements may affect you. Consult your lender.

1. You may sell for all cash and pay off your mortgage. This ends your liability.
2. The buyer can assume the mortgage and pay the difference between the unpaid balance and the selling price in cash. If the FHA and the lender are willing to accept the buyer as a mortgagor, you can be released from further liability. This requires the specific approval of the lender and the FHA.

(EITHER OF THE ABOVE TWO METHODS IS PREFERABLE TO METHOD NUMBER 3.)

NOTICE

... given that the ... proposes to hold cor... hearings pertaining to ... ect of the M i s s i o n ... the vicinity of the 25th ... tersection, lying within or ... of Salem, M a r i o n ... on.

... consists of purchas... ...ht-of-way, construc... ... 25th Street to ap... ... feet east of 25th ... ...affic lanes and ... ...n refuge lanes, laying pipe ... filling the e x i s t i n g roadside d... ch and installing an improved ...ic signal system.

...rmal informational hearing ... be held with plans for the pro... ...d on display, in the City Engi... ...eers office, 1320 Edgewater Street N.W. in Salem, Oregon, between the hours of 1:00 p.m. and 3:00 p.m. on Tuesday, November 24, 1970. Inter... ...d p e r s o n s may examine the ... and other pertinent informa... ... and discuss the proposal with ...gineering and right-of-way person... ... who will be present.

... public hearing pertain... ...e corridor-design features ... held in the Council Cham... ... on the 4th floor of City Hall in ..., Oregon, on Thursday, De... ...er 3, 1970, beginning promptly ...:00 p.m., at which time any ... person desiring to express ... ...aining to the propos... ... to do so, and in addi... ...submit written statements ...earing or to the City Council ... days after the public ...chedules for right-of-way ... and construction will be ... at the formal h e a r i n g, ...location assistance pro... ...s available to those persons ... may be affected by the propos...

... any questions arise pertaining to this matter, please contact David ... V..., City E n g i n e e r, phone 585-7500, extension 30.

...tty Marsh
... Recorder
... of Salem
OS Nov. 2,23, 1970.

Affidavit of Publication

STATE OF OREGON,
County of Marion, } *ss.*

I, Robert Sprague, *being first duly sworn, depose and say that I am the ~~editor, publisher,~~ manager, advertising manager, ~~principal clerk~~ of THE OREGON STATESMAN, a newspaper of general circulation as defined by sections 193.010 to 193.110, Oregon Revised Statutes; printed and published at Salem in the aforesaid county and state; that the* Notice, *a printed copy of which is hereby annexed, was published in the entire issue of said newspaper for* two *successive and consecutive weeks in the following issues:* November 2,23, 1970

Subscribed and sworn to before me this 23rd *day of* November, 1970

Notary Public for Oregon

My commission expires 6/12/73

Mission-25th Hearing at 8 P.M. Today

A formal public hearing will be held at 8 p.m. today in the City Council chambers at Salem City Hall on proposed improvements of the intersection of Mission and 25th streets SE.

The City of Salem in conjunction with the Federal Bureau of Public Roads and State Highway Division proposed to widen Mission Street to four lanes through the intersection, install left turn lanes on Mission and revamp the traffic signals.

The improvements would be done under the federal Traffic Operations Program to Increase the Capacity and Safety of urban area streets (TOPICS). Cost of the improvements would be paid 60 per cent by federal money and 20 per cent each by the state and the city.

Hearings officer is William Stark, city traffic engineer. Dave Vargas, city engineer, will explain the planned improvements. Federal and state officials also will be on hand.

Few Visit Hearing on Street Work

A lot of Salem residents might be unhappy with the traffic situation at 25th and Mission Streets SE, but only eight showed up at a public hearing on the matter Thursday night.

"The staff outnumbered the public," William Stark, the city's traffic engineer, said today. There were 10 staff members.

"There was only one objection voiced," Stark said. "A man complained that additional lanes would bring traffic closer to his home." The other persons asked technical questions.

The city held the hearing on a joint city-state-federal proposal to widen the intersection into four lanes and install a new traffic light.

Capital Journal 12-5-70

OREGON STATESMAN, Salem 97308 January 25, 1971

CAPITAL JOURNAL, Salem 97308

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties within the city of Salem, Marion County, Oregon, relative to proposed plans for traffic signals and related work at the Mission Street S.E. and 25th Street S.E. Intersection. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Tuesday, January 26, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. R. D. Asburry, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: Federal Highway Administration
Program and Planning,-2
Accounting Section (5107-608-04)
County and City Section
Public Information
R. D. Asburry, Region Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Salem has requested the Oregon State Highway Division to seek the Federal Highway Administration's location-design approval for installation of traffic signals and related construction at the intersection of Mission Street S.E. and 25th Street S.E. in Salem, Marion County, Oregon.

The proposed project consists of a multi-phase traffic signal, widening and channelization in the immediate vicinity. Widening is proposed along Mission Street to provide four lanes with left-turn refuges. Widening will also be accomplished on 25th Street northerly of Mission to provide a right-turn lane.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

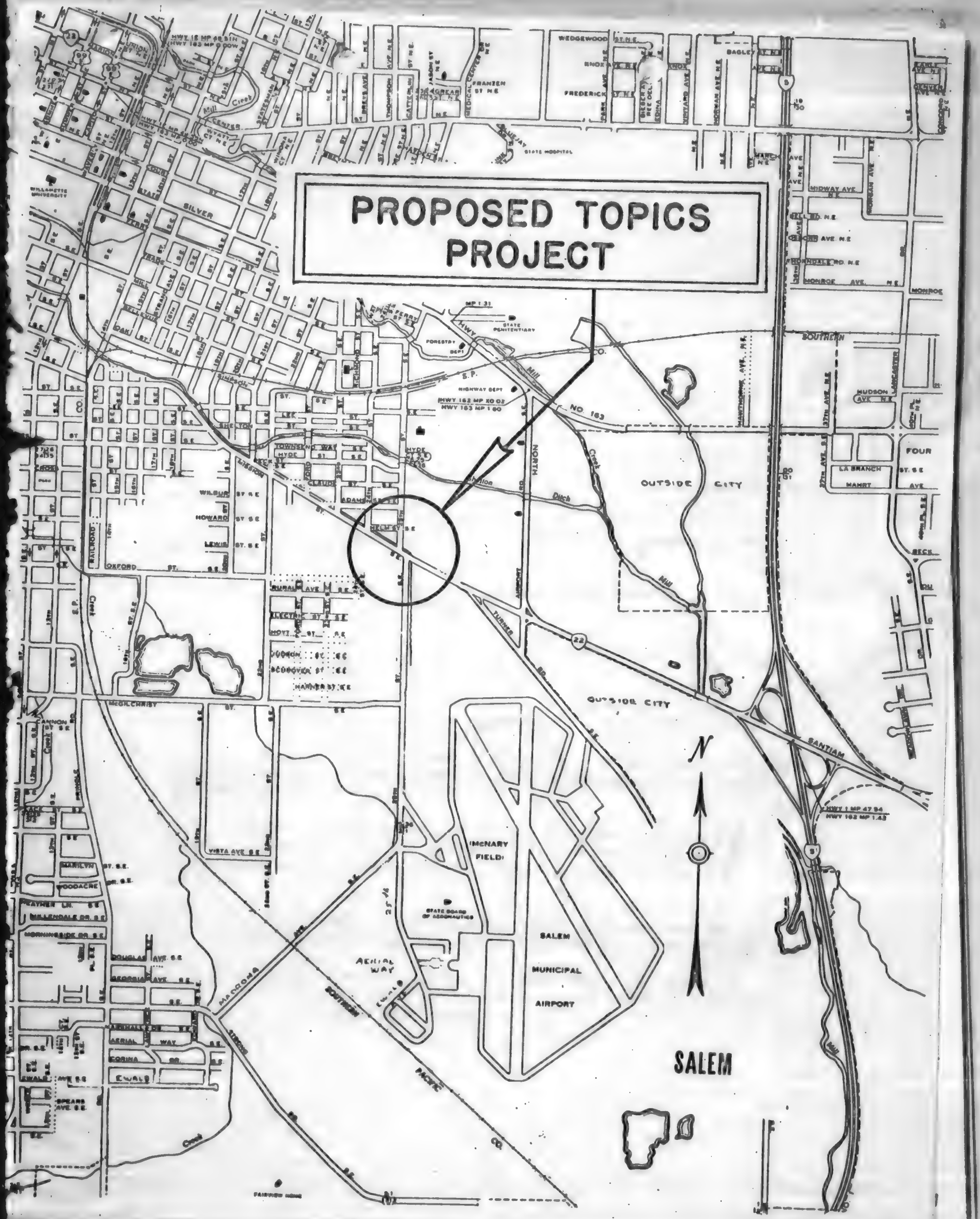
* * * *

DNH:ljt

1/25/71

OREGON STATESMAN, Salem
OREGON JOURNAL, Salem

PROPOSED TOPICS PROJECT



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 November 4, 1970

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

We have received your notification to hold a corridor-design hearing on December 3, 1970, for the TOPICS project in Salem.

Enclosed for your use in conducting your hearing is the following material:

Suggested format (May be used by the hearing officer in the conduct of the hearing.)

Registration cards (To be filled out by persons attending the hearing.)

Relocation assistance brochures (To be made available to anyone who may be relocated from his property.)

You will be interested to know that representatives of the Highway Division and the Federal Highway Administration will attend the hearing.

After the ten days have elapsed for receiving additional written statements, please send this office three copies of a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles, and correspondence in connection with the hearing.

2. A statement giving the time, date, and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

NOTED
F. B. KLAGE

(Suggested Newspaper Letter) TO P3

3. A statement that the City has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds that the project is compatible with the urban area's planned transportation system.

4. A statement that the City does request the State Highway Division to seek location and design approval of the project from the Federal Highway Administration.

5. Three copies of the project proposal as presented at the formal hearing for which location and design approval is sought.

If you have any questions or need further information or clarification, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By
Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

bc: ✓F. B. Klaboe
L. H. Young
F. L. Hall
F. B. Crandall
R. D. Asburry
L. P. Renz, FHWA

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

(Suggested Newspaper Letter) TO P3

(Newspaper & address)
Oregon Statesman
Capitol Journal

Attention: Classified Ads Department

Gentlemen:

Attached is the City of Salem 's notice to interested parties relative to the City's proposed corridor-design hearing for the improvement of ~~the~~ (describe the project location) Mission Street in the vicinity of 25th Street.

The proposed improvement is located approximately as shown on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on November 2, 19 70, and on November 23, 19 70, or the first publication following. Please submit your billing in triplicate to the City of Salem, attention of City Recorder, and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the proposed improvement, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Very truly yours,

Betty Marsh

City Recorder
(Official, and title)
CITY OF Salem

Att: Notice & map

cc: County & City Department,
Highway Division (2)

CC: R.D. Asburry
D.E. Keyes
L.P. Renz FHWA

RECEIVED
COUNTY & CITY SECTION
NOV 2 - 1970
ENGR. COOR. OE TE
MPE PE BE MPE

(Suggested Notice Setting Hearing)
NOTE: Newspapers request that notices be double-spaced.

NOTICE

Notice is hereby given that the City of Salem proposes to hold corridor-design hearings pertaining to the improvement of the (describe the project location) Mission Street in the vicinity of the 25th Street intersection. lying within or near the City of Salem, Marion County, Oregon.

The proposal consists of ~~(describe contemplated improvement)~~ purchasing additional right-of-way, construction of curbs from 24th Street to approximately 350 feet east of 25th Street, providing 4 traffic lanes and left turn refuge lanes, laying pipe and filling the existing roadside ditch and installing an improved traffic signal system.

An informal informational hearing will be held with plans for the proposal on display, in the City Engineers office, 1320 Edgewater Street N.W. (room and building) in Salem (city), Oregon, between the hours of 1:00 pm. and 3:00 p.m. on Tuesday, November 24, 19 70. Interested persons may examine the plans and other pertinent information and discuss the proposal with engineering and right-of-way personnel who will be present.

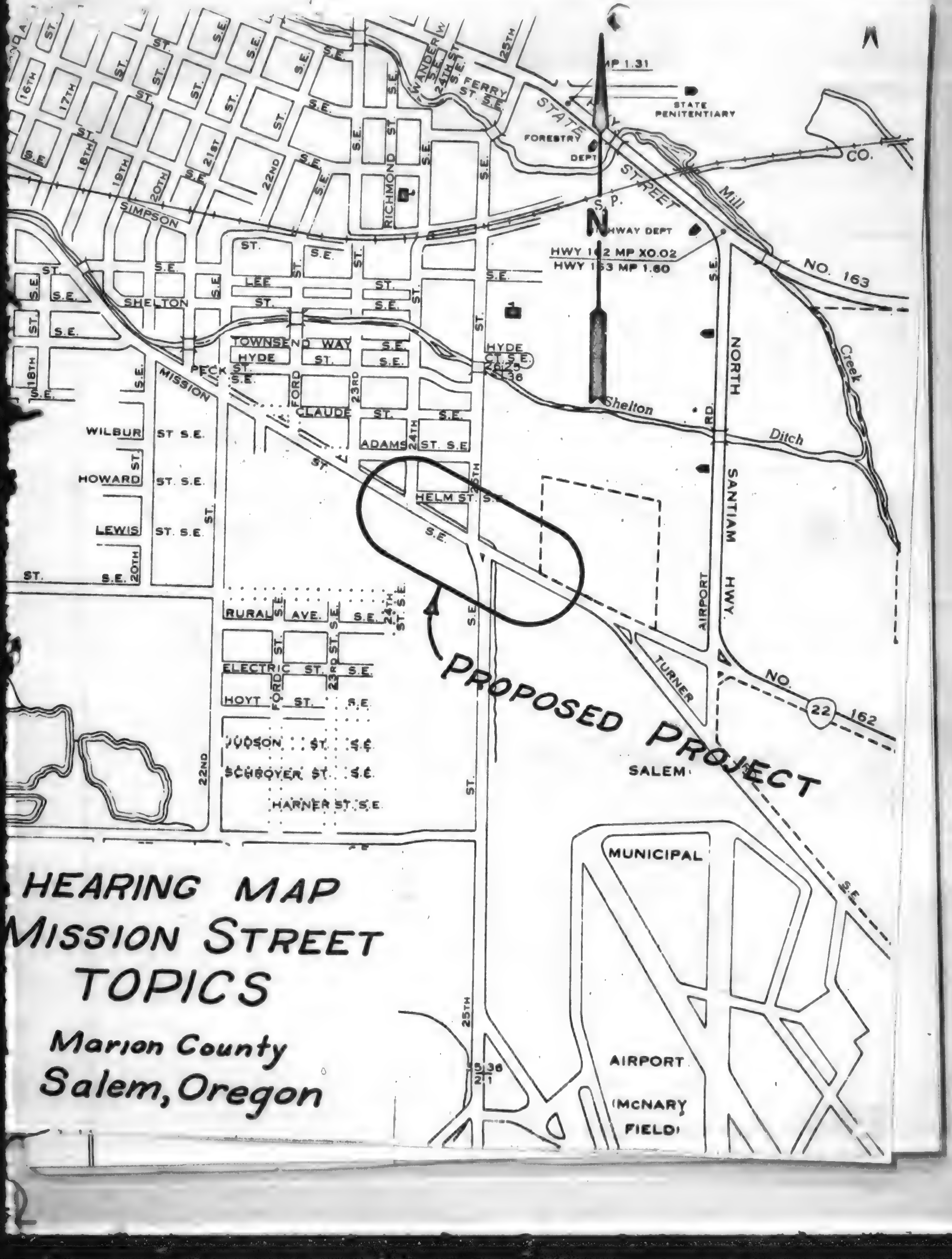
The formal public hearing pertaining to the corridor-design features will be held in the Council Chambers on the 4th floor of City Hall (room and building) in Salem (city), Oregon, on Thursday, December 3, 19 70, beginning promptly at 8:00 p.m., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the formal

(more)

hearing, along with relocation assistance programs available to those persons who may be affected by the proposal.

If any questions arise pertaining to this matter, please contact David J. Vargas, City Engineer (official and title), phone 585 7500, extension 30.

Betty Marsh
City Recorder
(Official and title)
CITY OF Salem


HEARING MAP
MISSION STREET
TOPICS
Marion County
Salem, Oregon
PROPOSED PROJECT
MISSION
SIMPSON
SHELTON
TOWNSEND WAY
HYDE
PECK
CLAUDE
WILBUR ST S.E.
HOWARD ST. S.E.
LEWIS ST. S.E.
ADAMS ST. S.E.
HELM ST. S.E.
RURAL AVE. S.E.
ELECTRIC ST. S.E.
HOYT ST. S.E.
JUDSON ST. S.E.
SCHROYER ST. S.E.
HARNER ST. S.E.
LEE
RICHMOND ST.
FERRY ST. S.E.
STATE STREET
STATE PENITENTIARY
FORESTRY DEPT
HIGHWAY DEPT
HWY 162 MP XO.02
HWY 163 MP 1.60
NO. 163
Mill Creek
NORTH SANTIAM HWY.
Shelton Ditch
AIRPORT
TURNER
NO. 22 162
SALEM
MUNICIPAL AIRPORT
(McNARY FIELD)
16TH
17TH
18TH
19TH
20TH
21ST
22ND
23RD
24TH
25TH
FORD
S.E.
ST.

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

You are cordially invited to attend the public hearing which will be held in the Council Chambers at Salem's City Hall at 8 P.M., Thursday, December 3, 1970. The purpose of the hearing is to explain preliminary plans for the above improvement which is to be financed in part by State and Federal funds.

A copy of the legal advertisement pertaining to this project is enclosed for your information. If you are unable to attend the hearing, please feel free to contact the City Engineer (telephone 585-7500, Extension 30), or visit him at his office located at 1320 Edgewater Street, N.W. in West Salem.

Very truly yours,

B. T. VAN WORMER
Director of Public Works

Enclosure

LIST OF PROPERTY OWNERS RECEIVING LETTERS
INVITING THEM TO THE MISSION STREET
(TOPICS) PUBLIC HEARING

1. Merritt Truax Oil Company, Inc.
   c/o Merritt W. Truax, President
   205 Columbia Street, N.E.
   Salem, Oregon

2. Sanitary Service Company, Inc.
   William Schlitt, President
   496 Ferry Street, S.E.
   Salem, Oregon

3. Williams Bakery
   Box 1375
   Eugene, Oregon

4. Ted T. & Mildred Kightlinger, President
   D & L Oil Supply Company
   548 35th Avenue, N.W.
   Salem, Oregon

5. K-Mart, Manager
   2470 Mission Street, S.E.
   Salem, Oregon

6. Curley's Dairy, Inc.
   Gordon H. Hofstetter, President
   2310 Mission Street, S.E.
   Salem, Oregon

7. Eldon G. (Charyel) McDermeit
   2420 Helm Street, S.E.
   Salem, Oregon

8. Zona E. Frank
   2450 Helm Street, S.E.
   Salem, Oregon

9. Ronald D. (Dorene) Schuster
   2460 Helm Street, S.E.
   Salem, Oregon

10. Harold L. & Sharon M. Hansen
    9012 N.E. 3rd Street
    VanCouver, Washington 98664

11. Gayle L. Ryan
    Ronald E. Jones
    8285 Portland Road, N.E.
    Salem, Oregon

12. Duane F. Taylor
    Robert Boldt
    1385 Overlook, N.W.
    Salem, Oregon

RECEIVED
JAN 7 - 1971

bc: R. B. Klaboe
L. H. Young
F. L. Hall
V. E. Skoog
R. D. Asburry

OREGON STATE HIGHWAY DIVISION

T-5028(1)
7622

HIGHWAY BUILDING • SALEM, OREGON • 97310 January 7, 1971

Mr. B. I. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

An "Authority for Survey" has been approved for the TOPICS project on Mission Street S.E. at 25th Street S.E. Attached is a copy for your reference and use.

You may now proceed with the field survey for the project in accordance with the letter-form agreement dated September 4, 1970.

Please reference your records to Survey Prefix 24-0602 (901) and Project No. T-5028(1). You will note that function 901 has been authorized for $7,000 in expenditures. If you anticipate any overrun for this function, please contact Mr. R. D. Asburry regarding any approvals for overrun.

Very truly yours,

R. L. Porter
State Highway Engineer

By
H. S. Cox
County and City Engineer

RU:ljt

Att.

RECEIVED
JAN 7
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section 25th & Mission Sts. Date December 28, 1970

Highway City Street Authorization No. 1

County Marion Region 2 Survey Prefix 24-0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project lies on Mission St. S.E. at its intersection with 25th St. S.E. in the city of Salem, and will be developed along the existing alignment.

RECEIVED
COUNTY & CITY SECTION
JAN - 6 1971
ENGR. COOR. UE RE UE
UPE CE RE RPE

Purpose of survey:

Prepare plans and estimate for letting a contract to upgrade traffic signals at the intersection and widen Mission St. to provide left turn refuges, under the TOPICS program.

Estimate of cost:

~~Field (901) $10,000 *~~
~~Soils (910) 500~~

(*) Field Survey	(901)	7,000
Final Design	(905)	1,000
Preliminary Design	(907)	200
Right of Way	(909)	300
Soils	(910)	500
Light and Sign	(911)	600
Preliminary Studies	(918)	100
Specifications	(921)	300

(*) Preliminary engineering by city forces.

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 10,000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: City of Salem
by B. T. Van Wormer

Recommended for Approval:
R. D. Hall
Regional Design Construction Engineer

Recommended for Approval:

Approved:
M. Kahoe
Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 12-24-70
FED. - AID TOPICS STATE
BEN GIFFORD

TOPICS

ENGR. ☑ COOR. ☑ DE ☑ RE ☑ UE
☑ HPE ☑ CE ☑ RC ☒ RPE ☐

January 5, 1971

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

Enclosed are four copies each of two agreements covering the Federal Aid TOPICS project at Mission and 25th Streets. One agreement is for the traffic signal portion to be done by City forces, and the other agreement is for the balance of the project. These agreements are written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present these agreements to the City Council and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreements, then forward three copies of each signed agreement and the resolution authorizing the signatures to this office. Retain the extra copy of each agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of each agreement will be returned to you for your records.

We trust these agreements will meet with your approval. Your earliest consideration in this matter would be appreciated. If we can be of any assistance please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

TOPICS

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1970

SUBJECT: Authority for Survey
25th & Mission Streets
City of Salem TOPICS Project

To: L. H. Young
PROGRAM AND PLANNING ENGINEER

Herewith for your information and forwarding Authority for Survey covering the necessary field and office work for preparing the subject project for contracting. As you may know, the City of Salem is planning on doing all the preliminary field work on this project.

Attached is a copy of a letter from B. T. Van Wormer, Director of Public Works, City of Salem, together with a copy of their tabulations documenting their estimated cost of this work.

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RDA/jc
Attachs.
cc: Frank Hall
Si Cox

RECEIVED
COUNTY & CITY SECTION
DEC 29 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

TOPS

December 22, 1970

Mr. R. D. Asburry
Regional Engineer, OSHD
East Salem Highway Building
Salem, Oregon 97310

RE: Preliminary Engineering for the City of Salem TOPICS Project
at Mission Street and 25th Street

Dear Mr. Asburry:

We have reviewed and refined our estimate of the preliminary engineering costs for the TOPICS Project. We have found that several areas of the work which were included in our previous estimate are either portions of the work the Oregon State Highway Division intends to do or are ineligible costs (i.e., preparation of ROW maps and deeds, as-built drawings, specifications, construction inspection, and staking.

We were unsuccessful in adapting our previous engineering cost records to the form you provided for our convenience. However, we have analyzed the various appropriate elements of work we will be performing and then have developed our anticipated costs accordingly.

We hope that this information is sufficient and that you can now forward us the preliminary engineering approval so that the project may proceed.

Very truly yours,

B. T. Van Worner

B. T. VAN WORMER
Director of Public Works

RECEIVED
COUNTY & CITY SECTION
DEC 29 1970
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BTV:bg
Attachment

cc: Dick Unrein, Urban Engineer, OSHD
D. J. Vargas, City Engineer
W. E. Stark, Traffic Engineer

December 22, 1970

ESTIMATED PRELIMINARY ENGINEERING COSTS - TOPICS,
Mission Street at 25th Street

DRAFTING

Ownership and base maps
Topo maps and underground utilities
Plan and Profile
Traffic Signals

Subtotal $ 2400.00

DESIGN

Storm drains
Profile grades
Geometric Layout
Liaison and correspondence
Traffic Signals

Subtotal 2030.00

SURVEY

Office research and field note reduction
Establish controls and run Center Line
Center Line levels and cross sections
Topo locations and elevations
ROW and geodetic ties

Subtotal 5400.00

Total Preliminary Engineering $ 9830.00

RECEIVED
COUNTY & CITY SECTION
DEC 29 1970
☐ ENGR. ☑ CCSR. ☐ DE ☐ AE ☐ DE
☐ DPE ☐ DE ☐ RE ☐ DPE ☐

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
F. D. Morgan (w/att)
F. L. Hall "
R. D. Asburry "

DEC 17 1970

OREGON STATE HIGHWAY DIVISION

T-5028(1)
7622

HIGHWAY BUILDING • SALEM, OREGON • 97310 December 16, 1970

Mr. William E. Stark
Salem Traffic Engineer
City Hall
Salem, Oregon 97301

Dear Bill,

The Federal Highway Administration on December 11, 1970 approved of the City of Salem using the force account method for installing the traffic signals on the Mission Street S.E. at 25th Street S.E. TOPICS project providing satisfactory coordination can be worked out between the City and the roadway contractor for the handling of traffic. They stated that the contract documents should cover whose responsibility it is to control traffic during the time City forces are working on the project.

As you may be aware, all State awarded highway projects which involve traffic during construction have a bid item entitled "Temporary Protection and Direction of Traffic" which places the responsibility of safeguarding traffic upon the contractor.

The City of Salem will be performing the field phase of preliminary engineering for this project as pursuant to paragraph 7 of a letter-form agreement dated September 4, 1970. Therefore, as a part of this responsibility the City of Salem should determine proper coordination of work as mentioned above and include this along with the other engineering data to be supplied to our Region 2 Engineer.

We will in the near future forward two agreements covering this TOPICS project. One agreement will cover the City force account work and the other will cover the balance of the project.

Very truly yours,

H. S. Cox
County and City Engineer

By
Richard Unrein
Urban Engineer

RU:ljt

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

December 14, 1970

RECEIVED
COUNTY & CITY SECTION
DEC 17 1970
ENGR. GOOR. LE AE UE
UPE CE RE RPE

Program and Planning Section
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. L. H. Young

Dear Mr. Young:

Thank you for your Notices of Intent applications to apply for federal-aid assistance for the following projects:

DISTRICTS

3 1. Salem Area-Wide TOPICS Plan, Marion County

3 2. Mission Street S.E. at 25th Street S.E., (SALEM) Section, FAP Type II, Marion County

10 3. Bend Area-Wide TOPICS Plan, Deschutes County

13 4. Baker Area-Wide TOPICS Plan, Baker County

4 5. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County

8 6. Ashland Area-Wide TOPICS Plan, Jackson County

We have no comments to offer at this time on the above proposals, but would appreciate your keeping us advised as the studies progress.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

BEN GIFFORD

cc: 12-16-70

R. E. Simpson, FHWA
Frank L. Hall
D. H. Moehring
H. S. Cox

RECEIVED
DEC 16 1970
PROGRAM & PLANNING
DIVISION

DEC 3, 1970

25th & Mission

Public Hearing — SALEM

8 PM

Approx. 7 in attendance + approx 9 public employees.

Fed - State - City Relations

18,380 ADT future

Sidewalks N.P. by OWNERS.

20% of curbing ASSESMENT.
Lesser of C.P.

R/W Market Value — for sidewalk constr.
Assurances (3)

Relocation Assistance Brochure.

TESTIMONY

1. C.C. Adv. ~~Committee~~ — Support.
2. Don Cannon — Salem Gun Club.
   1. To our prop. line.? Ditch
   2. Entrance change? No Same Location
3. Mc Dermit — 2420 Elm 24th & Mission ← Back
   1950 moved in
   Improvements
   Curb 8-10 from ASE.
   Trucks
   zoned commercial.

Opposed
1. Excessive noise
2. Unsafe Ditch & Hedge Removed.
3. Assessed for improvements 1st on Elm
4. Unsaleable $16,500 FHA appraisal.
   Damages — $12,000.

Material — Available for copying @ City upon request.

8:26 PM closed

ty, asks for the condemnation of 0.5 acre and offers $2250.00 in payment. One access would be allowed.

A petition for registration of judgment from the Marin County, California, municipal court was received in the case of Edward B. Beattie vs. John Patrick Kihn. Judge John ordered the judgment entered.

Homer D. Mohn, doing business as Mohn Cold Storage, brought suit against Duncan Lee Anderson, Ira E. and Hattie Wilson. This concerns the remodeling of the building just north of Wilson Distributing and Mohn asks a judgment of $7,719.20.

The equity suit of the State Accident Insurance Fund, successor to the State Compensation Dept. vs. Earl N. Peterson et al asks judgments of $178.73 and $21.53 or a lien foreclosure on a crew bus and two-door hardtop auto.

James Huckins filed a complaint against Blaine Herkelrath and Norman Kuhn in which he seeks a judgment of $1,400.00. The suit deals with an agreement on the purchase of some property which did not go through.

Reciprocal cases, asking for support, filed were: Alberta Duskill vs. Eustice Duskill, Shirley Potter vs. Hubert Potter.

Donald Arthur Crook filed for a divorce from Katey L. Crook.

a grant from the Oregon State ... Commission was approved last ... towards defraying the ... costs of ... between Bro...

... bid locations, ... acquisitions and utili... partment. ... statutes, ... perform ... administration and inspec...

... the costs of ... Improvement Dis... court...

11-24

COUNTY RECEIVES HIGHWAY FUNDS

Clackamas County has received payment of $[illegible] from the Oregon State Highway Commission for the July 1-Sept. 30 payment in highway-user tax funds.

The payment is part of a $5,965,671 allocation to 36 counties during the quarter. The funds come from motor vehicle registration and operators' license fees, gasoline tax, use fuel tax, motor carrier fees, and fines and penalties collected for violations of the size and weight statutes where complaints are made by the Highway Division weighmasters.

The distribution is made on the number of registered vehicles in each county. According to state figures Clackamas County now has 103,112 registered vehicles.

The Clackamas County payment was exceeded only by Multnomah County with $1,572,516 based on 390,545 registered vehicles, and Lane County, $600,394 with 149,112 vehicles.

bility is the cost of sewer, and water continuation and replacement. The public works department will improve the fire grid system by increasing the size of the water lines. Similar work will also be done on the sewer system.

The cost to property owners along the afore-mentioned portion of Elizabeth St. will be in the neighborhood of $27,000. Schneider indicated that it will be divided ... among the homeowners ... special benifit.

The City ... stressed that the street will be constructed to maximum load specifications, capable of handling the heavy traffic now present in the area.

He added that there existed a fine cooperative effort between the state and the city government of Milton-Freewater and it was only through such effort that the allocation was approved. "I feel the citizens and merchants along the indicated portion of Elizabeth Street will have a type of street they can be mighty proud of. The approval marks another milestone in the City's street improvement program," said Schneider.

He reiterated that the City Council has approved a temporary repair program for the street, in order that it will be passable during the winter and spring months before construction commences. The repair work should begin within the next week.

Milton-Freewater was one of 13 Oregon small cities sharing $372,000, which will come from the 1971 special city allotment fund of the state.

New Era, Sweet Home---------- 11-26

H'way 20 Backers In Salem Tuesday

The Sweet Home-Lebanon Highway 20 improvement Committee took its case before the State Highway Commission in Salem Tuesday morning, Nov. 24.

Robert Danielson, Sweet Home attorney, represented the Committee.

The committee is requesting that the State Highway Commission widen Highway 20 to four lanes at the 9.2 mile section between Sweet Home and Lebanon.

Safety and increased traffic are the two prime considerations for the request.

Although the committee is well armed with traffic statistics, Danielson expalined that he preferred to touch on the human element by stressing the great diversity of types of traffic.

Danielson hoped to show the commission that the problems are particulary severe because of the conjestion caused by trucks, school busses, recreation vehicles.

A recent study done by Paul Melling and Jeff Plummer, two high school students in Sweet Home tabulated the number of single dwellings, multi-units, businesses, turn arounds, county road intersections, and traffic hazards along Highway 20 between Sweet Home and Shirley's cafe in Lebanon.

The students, working under the guidance of high school teacher Doyle Johnson, noted 11 points of access to the highway in the nine mile stretch.

The committee also has visitor figures for the two reservoirs to bolster their case. A nine month count of visitors, campers, fisherman and recreation seekers shows that 202,600 people in 57,900 vehicles visited the dams during the period of Jan. 1 to Sept. 30, 1970.

The committee feel that due to the oddities of the traffic flow, (recreational vehicles, logging trucks, andschool busses, for example), it will be important to sum up the bottle neck conditions of the road rather than dwell on traffic counts and other statistical information.

Those members of the committee present at last Thursday's pre-commission meeting were: Jean R. Blalock, manager, Lebanon Chamber of Commerce; Karl Maerz, Linn County Telephone Company, Lebanon; Mike Drake, U.S. Plywood, Lebanon; Robert Danielson, McFarlan and Danielson, Attorneys, Sweet Home; Roy Clover, Chief of Police, Sweet Home; Paul Melling and Jeff Plummer, students at Sweet Home Hish School; B. Osborn Shaw, Shaw, Dobbins and Associates, surveyors, Sweet Home; Dyrol Burlison, Linn County Parks Commission, Albany; Don Pierce, PP&L, president, Lebanon Chamber of Commerce; Lloyd Sheldon, Hanscam and Casto, Certified Public Accountants, Sweet Home; and Stan Ego, Committee Chairman, Santiam Feed & Garden Supply, Sweet Home.

Oregon Statesman 12-3
Salem

Mission-25th Hearing at 8 P.M. Today

A formal public hearing will be held at 8 p.m. today in the City Council chambers at Salem City Hall on proposed improvements of the intersection of Mission and 25th streets SE.

The City of Salem in conjunction with the Federal Bureau of Public Roads and State Highway Division proposed to widen Mission Street to four lanes through the intersection, install left turn lanes on Mission and revamp the traffic signals.

The improvements would be done under the federal Traffic Operations Program to Increase the Capacity and Safety of urban area streets (TOPICS). Cost of the improvements would be paid 60 per cent by federal money and 20 per cent each by the state and the city.

Hearings officer is William Stark, city traffic engineer. Dave Vargas, city engineer, will explain the planned improvements. Federal and state officials also will be on hand.

Oregon Journal, Portland---------- 12-1

ANSWER TO MAGNUSON?

Hatfield Reaffirms Opposition To SST

By TOM STIMMEL
Journal Washington Bureau

WASHINGTON, D.C. — Sen. Mark Hatfield reaffirmed Tuesday his opposition to the SST, the controversial supersonic transport airplane badly wanted by Sen. Warren Magnuson, D-Wash.

Hatfield didn't say specifically that he will vote against the SST when it comes up in the Senate, probably Thursday. But he noted he voted against it in the past.

THERE APPEARED to be more than coincidence in the timing of Hatfield's statement.

It was Magnuson who unexpectedly added language to an appropriations bill last week which would delay further the proposed expansion of Portland International Airport.

And it is Magnuson who has been pressing for SST development funds for the Boeing Co., whose economic crisis is felt throughout Washington State.

MAGNUSON SAYS the Portland airport plan should be studied by the Council on Environmental Quality because of the proposed extension of runways over a fill in the Columbia River.

Hatfield, supporting the airport expansion wanted by the Port of Portland, contends that the environmental effects were examined to exhaustive detail during the first phase of the airport battle last year.

The Department of Transportation, four agencies of the Interior Department, and even the Army Engineers studied and cleared the environmental aspects of the project at that time.

"IT PASSED the test," Hatfield said. "Any further study would be utterly redundant."

Sen. Bob Packwood also has been caught by Magnuson's ploy. He has embraced environmental protection as a personal cause, and one of the major arguments against the SST has been the unresolved question of its impact on the environment.

Both the SST fund and the proposed reexamination of the Portland airport expansion are included in the appropriations bill for the Transportation Department.

HATFIELD discussed the very delicate problem with Magnuson last week. For the record he is saying only that Magnuson was "very cooperative."

What the cooperation amounts to will be revealed when the Senate debates the appropriations bill and specifically the $290 million sought for development of two SST prototypes.

Hatfield and Magnuson have arranged to discuss the issue on the Senate floor.

DEC 2 - 1970

OREGON STATE HIGHWAY DIVISION

T-5028(1)
7628

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

November 30, 1970

~~Mr. B. T. Van Wormer~~
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

Please refer to Item 3 of Paragraph 4 of our letter to you dated November 4, 1970 relative to the corridor-design hearing for the S.E. Mission Street at S.E. 25th Street TOPICS project. Consideration of social, economic and environmental effects shall include an analysis of the information submitted in connection with public hearings as required by Paragraph 9 of PPM 20-8. Paragraph 4c of PPM 20-8 lists 23 factors to be considered where relevant and applicable to the particular location or design under consideration.

Please include the above analysis with the information requested by our letter referred to above.

Should you have any questions regarding preparation of such an analysis, you may contact Mr. Stu Couper, Environmental Coordinator in our Program and Planning Section, telephone 378-6566, who prepares the environmental analysis for our state highway projects. Attached for your information is a copy of PPM 20-8.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

bc: ✔F. B. Klaboe
L. H. Young
F. L. Hall
F. B. Crandall
R. D. Asburry
Stu Couper
L. P. Renz, FHWA

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 13 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

T-5028(1)
HIGHWAY BUILDING 7622

SALEM, OREGON • 97310 • Phone 378--4514

November 25, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

TOPICS, City of Salem T-5028(1)
SE Mission Street @ SE 25th Street
Force Account Work

Dear Mr. Simpson:

Attached is a copy of a letter from the City of Salem in which they request that approval be given to installing the traffic signals on SE Mission Street at SE 25th Street TOPICS project T-5028(1) with their city crews utilizing the force account method of construction. Their reasons for believing that this method of construction will be in the public interest are contained in their letter.

Under the force account method, they estimate that the proposed traffic signal installation would cost approximately $26,549 which would involve approximately $16,870 in Federal funds.

We concur with the City of Salem that the force account method of construction for the traffic signal installation portion of this TOPICS project will be in the public interest.

Your concurrence in this proposed method of construction is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

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NOV 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RU:mm
Att.

cc: F. B. Klaboe
L. H. Young
F. B. Crandall
R. D. Asburry

TRANSACTION NUMBER 12-1

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	11-24-70

BY (Signature)
MR. YOUNG'S NOVEMBER 2, 1970 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 21 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
	T-5028(1)	0.38	290,000	184,200	MISSION ST. AT 25TH (SALEM)	PRELIMINARY ENGINEERING, GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS, SIGNING AND CHANNELIZATION.

11-30-70

RECEIVED
NOV 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Young
11-30-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL FOR THE PROJECT.

RECEIVED
NOV 30 1970
T-5028(1)
17622

FOR TOM EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-24-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
AUG 1 0 1971
FOR FILING

T-5028(1)
7622

Phone 378-6368

November 19, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Project No. T-5028 (1)
Mission Street and 25th Avenue
(Salem) TOPICS

Dear Sir:

We are submitting a copy of District 03 Mid Willamette Valley Council of Governments letter dated November 17, 1970 approving the Mission Street at 25th Avenue (Salem) TOPICS Project No. T-2028 (1).

Program data for this project was submitted to your office under our letter of November 2, 1970 as TOPICS Item No. 21. The document mentioned in the paragraph above was not available at that time.

We trust this will permit your approval of the program item for Project T-5028 (1) and give authorization to proceed with necessary phases of preliminary engineering to obtain location/design approval of the project.

Enclosures

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: H. S. Cox
R. N. Chase

RNC:rw

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

November 17, 1970

RECEIVED
COUNTY & CITY SECTION
NOV 18 1970
☐ ENGR. ☑ COOR. ☐ CE ☑ AE ☑ DE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. M. H. Young
Program and Planning Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Young:

In accordance with the requirements of Federal Bureau of the Budget's circular memorandum A-95 and Section 204 of Demonstration Cities Metropolitan Development Act of 1966, the Council of Governments has disseminated the notice of intent for two TOPICS projects to interested or affected agencies and parties within Marion and Polk counties. The two projects for which the dissemination process was carried out are:

1. Mission Street SE - 25th Street SE, City of Salem
2. Salem Area Wide TOPICS Plan - City of Salem

We have received letters endorsing the projects from Marion County, Polk County and Salem Area Transportation Study. Copies of these letters are attached. Your notification of intent has also been presented to the Comprehensive Planning Committee and to the full Council of Governments for their respective consideration.

In accord with Section 204 of the Demonstration Cities of Metropolitan Development Act, the Council of Governments has found each of these projects to be consistent with comprehensive planning for the area.

If I can be of further assistance with respect to these projects, please let me know.

Very truly yours,

W. J. Kvarsten, Director
BEN GIFFORD

RDM/jrf

cc: Bob Moore
Bill Stark

cc: 11-18-70
R. E. Simpson FHWA
F. L. Hall
D. H. Moehring
H. S. Cox ✓
R. E. Royer
R. D. Asburry
F. T. Lacey

RECEIVED
NOV 18 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLIS

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

CHARTER
MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

October 21, 1970

OCT 22 1970

Project Review Clearinghouse
Mid Willamette Valley Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

The Salem Area Transportation Study Technical Advisory Committee has reviewed the Notices of Intent for the Salem Area-Wide TOPICS Plan and the Mission Street S.E.-25th St. S.E. intersection improvement and are in favor of the applications.

Very truly yours,

John A. Anderson, Chairman
SATS Technical Advisory Committee

im
cc:Mr. L. E. George

cc: 11-18-70
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
H. S. Cox
R. E. Royer
R. D. Asburry
F. T. Lacey

RECEIVED
COUNTY & CITY SECTION
NOV 18 1970
ENGR. COOR. CE AE UE
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JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

CHARTER MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

OCT 13 1970

October 10, 1970

Project Review Clearinghouse
Mid Willamette Valley Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

This office has reviewed the Notice of Intent for the improvement of the Mission Street S.E. and 25th St. S.E. intersection and is in favor of the application.

This intersection is in great need of upgrading to create a smoother traffic flow.

Very truly yours,

John A. Anderson
Director of Public Works

im

cc: 11-18-70
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
H. S. Cox ✓
R. E. Royer
R. D. Asburry
F. T. Lacey

RECEIVED
COUNTY & CITY SECTION
NOV 18 1970
☐ ENGR. ☑ COOR. ☐ CE ☑ RE ☐ UE
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TOPS

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

November 6, 1970

Mr. B. T. Van Wormer
Public Works Director
City of Salem
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

Subject: Preliminary Engineering
Salem TOPICS Project
Mission Street and 25th Street

Dear Mr. Van Wormer:

Have reviewed the estimate for the preliminary engineering cost of the subject project as submitted from your office by letter dated November 2, 1970.

The estimate as stated seems quite high comparing it with our experience on similar projects in the past. Before submitting this on to higher authority, I would like to have more of a breakdown or justification for this item.

The State Highway Division has prepared a form which we require all of our location engineers to prepare which helps them in estimating their anticipated cost. I believe this would be beneficial to you in arriving at a good estimate for this work.

Attached are two copies of this form. Would appreciate if you would return one form filled out so that I can better explain to higher authority the reason for the seemingly high cost for this work.

Very truly yours,

R. D. Asburry

R. D. Asburry
REGIONAL ENGINEER

RDA/sr

Attachs.

cc: Frank Hall
Si Cox

RECEIVED
NOV 4 1970
ROUTING
SCURRY WIMER HOPKINS
CITY of SALEM OREGON

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301
ENGINEERING DIVISION

November 2, 1970

Mr. Ray Asburry
Division Engineer
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Asburry:

Re: City of Salem TOPICS Project at Mission Street and 25th Street

The estimated engineering cost breakdown which you requested is as follows:

City Engineering	
Preliminary Engineering Topographic survey, design & drafting	$ 21,600
Public Hearing Advertisement, recorder & transcript	500
Construction Staking — Not a City Item.	8,100
	$ 30,200
Total Estimated Engineering Cost	47,888
	30,200
	17,688
State Engineering Final plans, specifications and construction inspection	

7.8% of $ 30,200

We hope this estimate fullfills your needs. Please advise us if we can be of further assistance.

Yours very truly,

David C. Van Dyke

DAVID C. VAN DYKE, P.E.
CIVIL ENGINEER

DCV:rd

cc: W.E. Stark
B. T. Van Wormer

RECEIVED
NOV 3 - 1970
T-5028(1)
7622

November 2, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one TOPICS project in Salem, Item No. 21, Project No. T-5028(1), "Mission Street S.E. at 25th Street S.E.", which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS&E preparation as soon as location/design approval is granted.

This project is exempt from review as required by EO 50-1-70 under working agreement with the State Clearinghouse dated April 28, 1970.

"Notice of Intent" was submitted to District #3 (Mid-Willamette Council of Governments) Clearinghouse by letter dated September 30, 1970. Review and comments, if any are received, will be furnished when location/design approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

RNC:ia

MONTHLY TRANSACTION NO. 12-1

DATE SUBMITTED TO W. O. NOV 2 4 1970

FORM PR-1 (REV. 4-61)

11-2-70

FEDERAL - AID PROG

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	14,400	23,300	90	08	Oregon	35	077	21

I. Projects Only

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
			B-2		T-	5028	(1)	

COUNTY NAME: Marion — CODE: 047

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: 225 T — FEDERAL-AID — STATE: City St. — U.S.

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.38	10,000	6,300	1,850	1,850 (City)	P.E. all phases; grade, drain, H.T. pave., traffic signal installation, signing & channelization.
0.38	280,000	177,900	51,050	51,050 (City)	ROW - 80' normal; Access Control - none; Parking Restriction - complete.
0.38	290,000	184,200	52,900	52,900 (City)	

RECEIVED
CITY & CITY SECTION
NOV 5 1970
[ ] [ ] [ ] [ ] [ ]
[ ] CE [ ] RE [ ] RPE [ ]

REMARKS

Preliminary Engineering (Field Work $ 3,000
(PS&E Prep. 7,000
Total $10,000

USCOMM DUSCOMM-DC 48905-P61

MISSION STREET S.E. AT 25TH STREET S.E. (SALEM)
PROJECT T-5028(1)

Existing and Adjacent Facilities: Two-phase fully traffic activated signal at intersection. Mission Street - 24-foot two-lane A.C. paved surface. 25th Street - 47-foot four-lane A.C. paved surface with curbs (south), 30-foot two-lane A.C. paved surface with curbs (north).

Project Data: Preliminary engineering, all phases. Install fully traffic actuated multi-phase traffic signals. Widen Mission Street to four lanes with left-turn refuges. Place large pipes in ditch parallel with Mission Street for approx. 1,800 feet. Install curbs. Provide necessary striping and traffic control signing. Widen 25th Street north of Mission Street to add a right-turn lane.

Note: City of Salem will conduct necessary field engineering and office engineering for preliminary plans, estimates, etc., on a participating basis. The Highway Division will complete the PS&E preparation on a participation basis. This method of doing the preliminary engineering for TOPICS project in the City of Salem is covered by letter agreement dated Sept. 4, 1970 and approved by FHWA letter dated October 5, 1970.

System Action: Tentative FAP Type II System approved by FHWA Sept. 14, 1970.

Railroads: None

Airports: 25th Street is access road to Salem Airport.

Water Developments: None

Historical and Recreation Areas: None

Relocation Assistance Payments: Will be made by city as required.

Route Data: On tentative FAP Type II System.

State Clearinghouse Approval: Exempt per working agreement dated April 28, 1970.

District 3 Clearinghouse Approval: Requested Sept. 30, 1970.

Public Hearing: Opportunity for a hearing will be offered and held if so requested as additional right of way is required and will be obtained by the City of Salem.

Control of Utilities: The state does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

UPE CE RE RPE

SALEM, OREGON
October 16, 1970

TOPICS Project Programing

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

Herewith is information for programing TOPICS projects in Milwaukie and Salem.

Actual programing will not be possible until clearinghouse reviews are received. These reviews were requested September 30, 1970.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Encl.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: October 16, 1970

CITY: SALEM

SECTION: Mission Street S.E. (FAP Type II)
at 25th Street S.E. (FAP Type II)

PROPOSED WORK: Traffic signal installation, widening and channelization

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	~~$290,000~~ 280,000	~~$174,000~~ 168,000	~~$58,000~~ 56,000	~~$58,000~~ 56,000	
Preliminary Engineering: FIELD	3,000				
	10,000	6,000	P.S. & E. PREPARATION 7,000		
			2,000	2,000	

EXISTING FACILITIES: Two phase fully traffic actuated signal - variable width pavement- no left turn refuges or signal phases. Curbed on 25th Street and on south side of Mission Street West of 25th Street.

ADJACENT FACILITIES: Mission Street-24' two-lane AC paved Street (uncurbed) east & west.
25th Street-47' four-lane AC paved street (curbed) south.
30' two-lane AC paved street (curbed) north.

PROJECT DATA: Install fully traffic actuated multi-phase traffic signals. Widen Mission Street to four lanes with left-turn refuges. Place large pipes in ditch parallel with Mission Street for approx. 1,800 feet. Install curbs. Provide necessary striping and traffic control signing. Widen 25th Street north of Mission Street to add a right-turn lane.

PROJECT NO.: F-5028( )

ADDITIONAL RIGHT OF WAY: Will be purchased by City.

SYSTEM ACTION: Tentative FAP Type II System approved by FHWA September 14, 1970.

RAILROADS: None

AIRPORTS: 25th Street is access road to Salem Airport.

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: Will be made by City as required.

ROUTE DATA: On tentative FAP Type II System.

STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.

DISTRICT 3 CLEARINGHOUSE APPROVAL: Requested September 30, 1970.

HEARING: Will be required as additional right of way is needed.
ACCESS CONTROL: Limited to location.
ADT: 1970 - 14,400 1990 - 23,000
PARKING RESTRICTIONS: No curb parking allowed

8/27/70

TOPS

city of SALEM, OREGON

TELEPHONE (503) 585-7500 • ZIP CODE 97301

DEPARTMENT OF PUBLIC WORKS
City Hall - Salem, Oregon

October 8, 1970

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Traffic Counts, 25th and Mission Streets

Dear Mr. Bladorn:

Mr. John Hanks of the State Highway Division has indicated that you requested projected traffic data for the intersection of 25th and Mission Streets.

Attached are two copies of manual counts which were taken on September 9, 1970. The 24-hour factor was derived from 24-hour automatic counts which were taken concurrently.

Included in the manual count data are 15-minute breakdowns during the peak hours. The classification of trucks and buses included all vehicles with dual wheels.

Sincerely yours,

William E. Stark

WILLIAM E. STARK
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

WES:br

Attach.

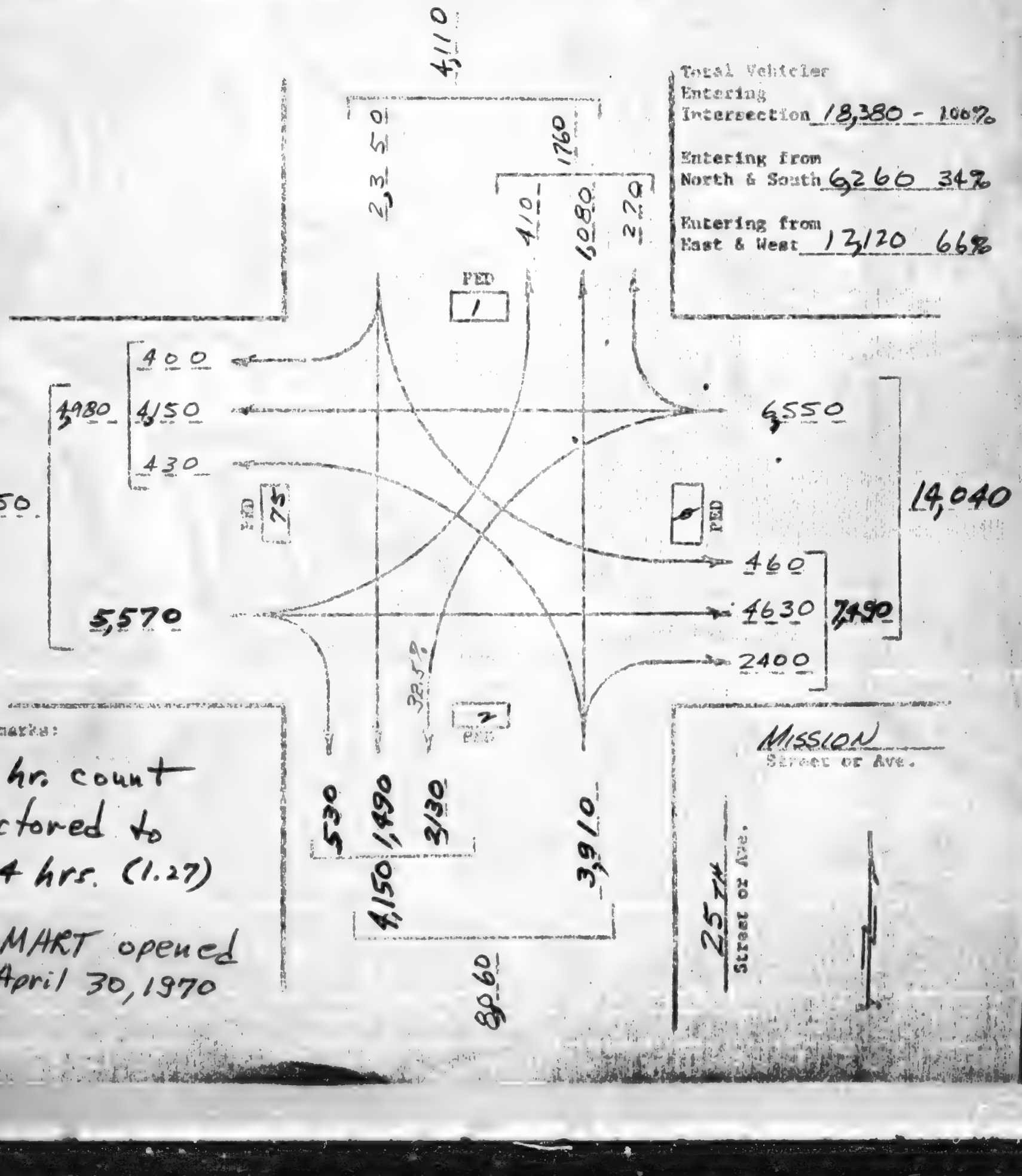
CC: John Hanks w/attach

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
TRAFFIC DIVISION

RECEIVED
CITY & CITY SECTION
OCT 8 - 1970
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Date SEPT. 9, 1970
Day of Week WEDNESDAY
Actual Count (Ven) 12 HRS
Hours Counted 7AM - 7PM
Pedestrian Count SAME HRS
Hours Counted
Weather CLEAR

Intersection of MISSION
and 25TH
Classification ALL VEHICLES



Total Vehicles Entering Intersection 18,380 - 100%

Entering from North & South 6260 34%

Entering from East & West 12,120 66%

marks:

12 hr. count factored to 24 hrs. (1.27)

K-MART opened April 30, 1970

CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

REC
COUNTY &
OCT
ENGR. CO
UPE CE

Date Sept. 9 1970

Day of week WEDNESDAY

Hours counted 7 AM - 7 PM

Weather CLEAR

Classification ALL VEHICLES

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00																	
	7:00- 8:00	29	9	42	15	166	77	[illegible]	[illegible]	212	260	41	14	1464	590	59	819	6
	8:00- 9:00	29	19	24	16	85	72	287	245	124	167	24	14	1033	355	43	715	6
	9:00-10:00	30	14	18	16	60	45	224	224	76	118	32	15	885	283	32	516	6
	10:00-11:00	30	18	13	29	64	47	251	231	115	104	32	28	959	287	30	621	7
	11:00-12:00	30	18	13	24	64	47	251	231	115	104	32	28	959	256	33	611	6
	12:00- 1:00	26	17	25	28	63	77	267	260	107	133	25	27	1075	295	53	781	7
	1:00- 2:00	12	7	28	35	105	73	239	284	165	144	51	33	1176	321	31	780	6
	2:00- 3:00	13	19	24	28	94	71	273	271	127	115	60	40	1137	377	30	956	7
	3:00- 4:00	22	18	26	36	73	70	308	295	147	118	55	48	1233	378	29	901	7
	4:00- 5:00	20	19	24	35	70	57	277	405	146	140	27	27	1257	373	27	758	6
	5:00- 6:00	41	16	29	30	122	97	304	421	161	221	26	37	1531	590	53	971	6
P.M.	6:00- 7:00	22	12	34	31	154	72	260	268	146	214	24	34	1531	365	33	729	5
	7:00- 8:00	20	22	21	27	81	50	230	258	161	150	21	13	1089				
	8:00- 9:00																	
	9:00-10:00																	
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .														4926	34	9594	
	12-Hour total .	362	212	318	321	1173	847	3267	3677	1616	1886	421	340	14,470	4926	34	9594	
	24-Hour total .	460	270	400	410	1490	1080	4150	4630	2130	2400	530	430	18,380	6260	34	12120	

Control . . .

Factor 1.27 (FROM CONCURRENT HOSE COUNT)

25TH ST. St. is North and South

MISSION ST. St. is East and West

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS
Traffic Engineering Division

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ LE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

SUMMARY OF TRAFFIC COUNT

Intersection MISSION & 25TH ST.

...sification ALL VEHICLES Code number

...h	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
...	41	14	1464	590	59	979	61
...	24	14	1033	368	33	715	67
...	32	15	885	287	32	596	68
4	32	28	959	282	30	671	70
3	28	27	1075	356	33	719	67
4	51	33	1176	395	33	781	67
5	60	40	1137	321	31	780	69
8	55	48	1223	377	30	856	70
0	27	27	1257	378	30	921	71
21	26	37	1531	595	37	1158	63
14	24	24	1531	570	38	961	62
50	21	13	1089	365	33	729	67

CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Oct. 9 1970

Day of week Wednesday

Hours counted 7AM-7PM

Weather Clear

Classification TRUCKS & BUSES

Inte

Cod

SUMMARY BY MOVEMENTS

TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	%	West to East	%	East to South	%	South to East	West to South	South to West	TOTAL	%	From North and South	Per Cent of Total	From East and West	Per Cent of Total
6:00- 7:00																					
7:00- 8:00	4	1	0	0	7	3	16	5%	31	11%	8	4%	9	0	1	80	5%				
8:00- 9:00	9	1	1	6	3	6	31	11%	47	19%	9	7%	14	3	0	130	12%				
9:00-10:00	10	8	3	0	10	8	36	15%	33	13%	15	28%	17	3	5	148	17%				
10:00-11:00	10	10	0	1	6	4	33	13%	42	18%	14	11%	15	3	3	141	15%				
11:00-12:00	12	10	3	5	3	4	48	18%	37	14%	20	15%	16	3	5	166	15%				
12:00- 1:00	4	0	2	3	5	8	34	14%	32	11%	22	13%	14	5	2	131	11%				
1:00- 2:00	2	4	3	7	8	3	32	12%	38	18%	13	10%	15	3	2	140	12%				
2:00- 3:00	3	1	4	9	6	6	48	16%	30	10%	12	8%	13	4	3	139	11%				
3:00- 4:00	5	6	2	8	3	3	32	12%	43	19%	23	16%	17	4	3	149	12%				
4:00- 5:00	1	1	1	1	5	1	32	11%	34	8%	9	6%	19	2	4	110	7%				
5:00- 6:00	2	0	0	2	0	0	24	9%	17	4%	3	2%	5	2	3	58	4%				
6:00- 7:00	0	0	0	0	1	0	17	7%	14	5%	5	3%	2	1	0	40	4%				
7:00- 8:00																					
8:00- 9:00																					
9:00-10:00																					
10:00-11:00																					
11:00-12:00																					
12:00- 1:00																					
1:00- 2:00																					
2:00- 3:00																					
3:00- 4:00																					
4:00- 5:00																					
5:00- 6:00																					
24-Hour total	62	42	19	42	57	46	383	408	153	156	33	31	1932								
	17%	20%	6%	13%	5%	5%	12%	11%	9%	8%	8%	9%	10%								
-Hour total																					
-Hour total																					
Control																					
Factor																					

% represents percentage of all vehicles

25th St. St. is North and South

MISSION ST. St. is East and West

Tabul

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CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Intersection 25th & MISSION STS.

Classification TRUCKS & BUSES

Code number

	South to East	West to South	South to West	TOTAL		From North and South	Per Cent of Total	From East and West	Per Cent of Total
					%				
7:00	9	0	1	80	5%				
7:15	14	3	0	130	12%				
7:30	17	3	5	148	17%				
7:45	15	3	3	141	15%				
8:00	16	3	5	166	15%				
8:15	14	5	2	131	11%				
8:30	15	3	2	140	12%				
8:45	13	4	3	139	11%				
9:00	17	4	3	149	12%				
9:15	19	2	4	110	7%				
9:30	5	2	3	58	4%				
9:45	2	1	0	40	4%				
all vehicles									
	156	33	31	1932					
	8%	8%	8%	9%	10%				

SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North	East	West	South	North	East	West	South
11	25	31	13				
13	41	56	20				
23	59	36	30				
16	57	46	22				
18	78	45	25				
11	56	40	24				
13	49	58	20				
13	61	43	22				
10	61	55	23				
7	42	37	24				
2	27	21	8				
1	22	15	2				
138	578	483	233				

Tabulated by

Computed by WEL

Checked by

Checked by

South

West

CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... September 9, 1970

Day of week ..... Wednesday

Hours counted ..... 7:00 a.m. - 7:00 p.m.

Weather ..... Clear

Classification ..... All Vehicles

TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
7:00-7:15	5	5	0	2	19	16	52	64	28	44	12	4	251				
7:15-7:30	7	3	10	2	38	18	92	44	62	60	7	3	346				
7:30-7:45	9	2	12	3	33	16	97	81	45	65	12	2	377				
7:45-8:00	8	4	20	8	76	29	96	96	67	91	10	5	510				
TOTAL	29	14	42	15	166	79	337	285	202	260	41	14	1484	HOURLY TOTAL			
8:00-8:15	10	6	5	5	21	18	61	55	42	52	8	5	288				
8:15-8:30	4	4	4	3	12	22	71	62	21	40	6	5	254				
8:30-9:00	15	9	15	8	32	32	155	128	61	72	10	4	541	30 MIN			
TOTAL	23	19	24	16	65	72	287	245	124	164	24	14	1083	HOURLY TOTAL			
3:00-3:15	8	3	10	10	21	15	67	95	29	43	5	13	319				
3:15-3:30	5	3	4	9	22	18	56	100	35	34	7	8	301				
3:30-3:45	8	8	4	11	20	7	62	101	36	36	6	6	305				
3:45-4:00	9	5	6	5	27	17	92	109	46	27	9	10	362				
TOTAL	30	19	24	35	90	57	267	405	146	140	27	37	1287	HOURLY TOTAL			
4:00-4:15	11	5	13	8	35	21	64	103	36	45	8	9	358				
4:15-4:30	11	2	9	2	25	17	86	101	40	51	4	8	361				
4:30-4:45	14	3	8	8	37	35	63	120	41	72	5	13	419				
4:45-5:00	13	6	9	7	31	26	91	97	44	53	9	7	393				
TOTAL	49	16	39	30	128	99	304	421	161	221	26	37	1531	HOURLY TOTAL			
5:00-5:15	23	0	13	10	55	23	77	145	34	70	8	13	471				
5:15-5:30	27	1	4	11	57	18	44	142	28	56	6	13	407				
5:30-5:45	14	5	7	5	22	16	71	99	38	33	4	1	315				
5:45-6:00	8	6	10	5	25	15	68	82	46	60	6	7	338				
TOTAL	72	12	34	31	159	72	260	468	146	219	24	34	1531	HOURLY TOTAL			
24-Hour total																	
___-Hour total																	
___-Hour total																	
Control																	
Factor																	

25TH ST ..... St. is North and South

MISSION ST. ..... St. is East and West

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Y OF SALEM
TMENT OF PUBLIC WORKS
affic Engineering Division
Y OF TRAFFIC COUNT

Intersection Mission & 25th Streets

All Vehicles — Code-number 15-min. counts, peak hour

uth	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
4	251				
3	346				
	377				
	510				
4	1484	HOURLY TOTAL			
5	288				
5	254				
4	541	30 MIN			
4	1083	HOURLY TOTAL			
3	319				
8	301				
	305				
	362				
7	1287	HOURLY TOTAL			
9	358				
8	361				
13	419				
7	393				
37	1531	HOURLY TOTAL			
13	421				
13	407				
1	315				
7	338				
34	1531	HOURLY TOTAL			

SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North	East	West	South	North	East	West	South
24	85	78	64				
55	157	53	81				
54	144	96	83				
104	167	114	125				
237	553	341	353				
36	109	68	75				
20	96	71	67				
62	225	146	108				
118	430	285	250				
39	99	110	71				
31	94	116	60				
32	106	148	49				
42	143	123	54				
144	443	467	234				
59	105	119	75				
45	128	112	76				
59	107	133	120				
53	141	113	86				
216	481	477	357				
91	111	163	106				
88	73	159	87				
43	114	108	50				
43	120	93	82				
265	418	523	325				

Tabulated by BJ

Computed by BJ

Checked by

Checked by

CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Sept 9, 1970

Day of week Wednesday

Hours counted 7AM-7PM

Weather Clear

Classification TRUCKS & BUSES

Inters

Code

TIME	SUMMARY BY MOVEMENTS													TOTAL		From North and South	Per Cent of Total	From East and West	Per Cent of Total	No
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West								
7:00-7:15	2	0	0	0	1	1	1	4	1	14%	3	0	1	14	6%					
7:15-7:30	0	0	0	0	0	0	7	6	0		3	0	0	16	5%					
7:[illegible]-7:45	0	1	0	0	0	0	3	11	3	7%	1	0	0	19	5%					
7:45-8:00	2	0	0	0	6	2	5	10	4	6%	2	0	0	31	6%					
TOTAL	4	1	0	0	7	3	16	31	8	4%	3	0	1	80	5%					
8:00-8:15	1	0	0	2	0	0	7	9	2	5%	1	1	0	23	8%					
8:15-8:30	1	0	0	2	1	2	10	11	2	5%	2	0	0	31	12%					
8:30-9:00	7	1	1	2	2	4	14	27	5	8%	11	2	0	76	14%					
TOTAL	9	1	1	6	3	6	31	47	9	7%	16	3	0	130	12%					
3:00-3:15	0	2	1	2	0	0	9	12	3	10%	6	1	1	37	12%					
3:15-3:30	1	0	0	2	1	1	7	6	8	23%	3	1	2	31	11%					
3:30-3:45	2	4	1	3	1	1	14	12	6	17%	5	2	0	51	17%					
3:45-4:00	2	0	0	1	1	1	2	13	6	13%	3	0	0	29	8%					
TOTAL	5	[illegible]	2	8	3	3	32	43	23	[illegible]	17	[illegible]	3	149	12%					
4:00-4:15	1	1	1	1	3	1	7	9	3	8%	3	1	3	34	9%					
4:15-4:30	0	0	0	0	0	0	11	9	2	5%	10	1	1	34	9%					
4:30-4:45	0	0	0	0	2	0	2	8	1	2%	2	0	0	15	4%					
4:45-5:00	0	0	0	0	0	0	12	8	3	7%	4	0	0	27	7%					
TOTAL	1	1	1	1	5	1	32	34	9	6%	19	[illegible]	4	110	7%					
5:[illegible]-5:15	1	0	0	0	0	0	9	5	0		1	0	1	17	4%					
5:15-5:30	0	0	0	2	0	0	8	2	2	7%	2	0	1	17	4%					
5:30-5:45	0	0	0	0	0	0	2	8	1	3%	0	1	0	12	4%					
5:45-6:00	1	0	0	0	0	0	5	2	0		2	1	1	12	4%					
TOTAL	2	0	0	2	0	0	24	17	3	2%	5	[illegible]	3	58	4%					
24-Hour total																				
[illegible]-Hour total																				
[illegible]-Hour total																				

Control . . . % represents percentage of all vehicles

Factor . . .

Tabulated by

Computed by

Checked by

Checked by

25th St. ..... St. is North and South

MISSION ST ..... St. is East and West

CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Intersection 25th & MISSION STS.

Classification TRUCKS & BUSES ~~Code number~~ 15 MIN. counts, peak hours

West to South	South to West	TOTAL		From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
0	1	14	6%					3	2	4	5				
0	0	16	5%					0	7	6	3				
0	0	12	5%					0	7	11	1				
0	0	31	6%					8	9	10	4				
0	1	80	5%					11	25	31	13				
1	0	23	8%					1	9	12	1				
0	0	31	12%					2	12	13	4				
2	0	76	14%					10	20	31	15				
3	0	130	12%					13	41	56	20				
1	1	37	12%					1	14	15	7				
1	2	32	11%					2	15	9	6				
2	0	51	17%					4	24	17	6				
0	0	29	8%					3	8	14	4				
4	3	149	12%					10	61	55	23				
1	3	34	9%					5	11	11	7				
1	1	34	9%					0	13	10	11				
0	0	15	4%					2	3	8	2				
0	0	27	7%					0	15	8	4				
2	4	110	7%					7	42	37	24				
0	1	17	4%					1	9	5	2				
0	1	17	4%					0	10	4	3				
1	0	12	4%					0	3	9	0				
1	1	12	4%					1	5	3	3				
2	3	58	4%					2	27	21	8				
Vehicles															

Tabulated by .....

Computed by WBK

Checked by .....

Checked by .....

CITY OF SALEM

DEPARTMENT OF PUBLIC WORKS

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Intersection Mission & 25th St's

Classification All Vehicles **Code number**

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
[illegible]	12	3	510	153	30	357	70	55	241	116	98				
231	41	10	1340	548	41	792	59	223	500	292	325				2
143	23	16	901	299	32	602	68	84	366	236	215				
88	25	15	720	204	28	516	72	63	295	221	141				
64	38	23	765	216	27	559	73	57	293	266	149			2	
110	37	33	796	250	31	546	69	62	267	279	188			1	
107	34	29	926	289	31	637	69	97	319	316	192				2
115	40	25	969	301	31	665	69	96	348	320	205				
112	42	35	1038	313	30	725	70	108	384	341	205			1	1
135	31	33	1136	309	27	827	73	85	415	412	224				
260	30	44	1541	566	37	975	63	174	517	458	392				
156	21	23	1269	394	31	875	69	180	445	430	214				
85	32	11	807	171	21	636	79	61	325	311	110				
43	13	14	571	138	24	433	76	53	238	195	85				
39	8	11	427	114	27	313	73	45	163	150	69				
40	14	10	559	105	19	454	81	30	170	284	75				
2003	1185	378	15703	4796	31	10907	69	1620	5815	5092	3176				
1821	441	344	14275	4360	31	9915	69	1473	5286	4629	2887			4	5

Tabulated by JS

Computed by JS

Checked by

Checked by

10/30/69
THURSday
16
6 AM to 10 PM
16
6 AM TO 10 PM
Cloudy Rain

MISSION
25th ST's
All Vehicles

16 HR COUNT
FACTORED TO 24 HRS
15,703
4,796 31
10,907 69

2995
1620
1375
377
804
183

388
4500
3,733
378
9,502
5,092
5815
12,342
294
4,230
6,527
2,003
32.5'
Mission St.
185
937
1,888
3,176
6,486
25th St.

TOPS

Form FHWA-121-(12-6)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 5, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-50 (-) - Salem
Preliminary Engineering for TOPICS

We have reviewed your September 4 letter-form agreement with the City of Salem to cover preliminary engineering for TOPICS projects and find it satisfactory. We also agree that the City of Salem's Public Works Engineering Division is adequately staffed and suitably equipped to perform the work.

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
ENGR. ☑ Asst. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE

NOTED
F. B. KLABOE

10-8-70
REFERRED TO
Coy - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 2 - 1970
FOR FILING

T-5028(1)
7622

- Phone 378-4563

September 30, 1970

Mid Willamette Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Attached for your review and comments as District clearinghouse fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, and Title IV of the Intergovernmental Cooperation Act of 1968, please find completed Notice of Intent for the following project:

Federal-Aid TOPICS

Mission Street S. E. at 25th Street S. E.
(Salem) Section, FAP Type H
Marion County

Upon completion of review, please forward your comments to Mr. L. H. Young, Program and Planning Engineer, State Highway Division. The review and comments by you, unless otherwise stated will be accepted as final concurrence of both reviews. Should you require additional information to complete the Section 204 review, please indicate this along with your A-95 review comments. Your cooperation in this matter will expedite the processes of federal-aid programming.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. S. Kibbee
F. L. Hall
D. H. Mo[illegible]ring
R. E. Roger
H. S. Cox
B. L. Gilford
R. N. Chase
F. T. Leary
R. D. Asberry

BLG:sw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Mission Street S. E. at 25th St. S. E. (Salem) Section, FAP Type II Marion County

September 30 19 70

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X ..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Three (3) City Salem

County Marion Special District(s) (if applicable) M. W. - COG

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal-Aid TOPICS

Authorizing Legislation Title 23, U.S.C. Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

4. Estimated Project Cost

Federal Share $ 174,000

Loan ..... Grant X

Local Applicant Share (City of Salem) (if any) $ 58,000

State Agency Share $ 58,000

Other (Specify) $ --

Total $ 290,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date May 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) Six months

Approximate ending date November 1971

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** December 1, 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

MISSION STREET S. E. AT 25TH STREET S. E. (SALEM) SECTION,
FAP Type II, Marion County

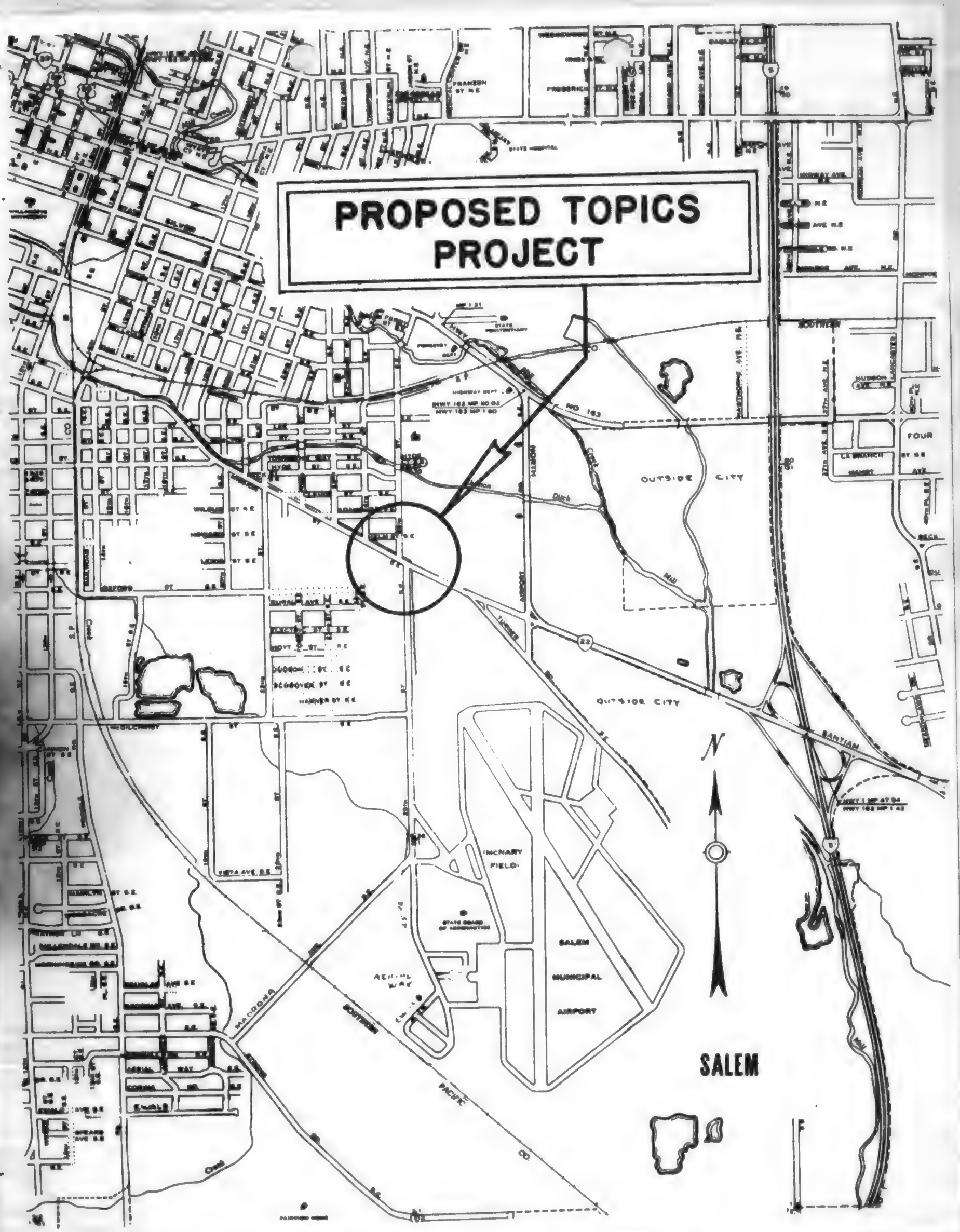
This project will consist of preliminary engineering, traffic control signals, signing, grading, paving, and incidental work to increase the capacity and safety of the existing facility.

Proposed Work:

Install fully traffic actuated multi-phase traffic signal. Widen Mission Street to four lanes with left-turn refuges. Place large pipes in ditch parallel with Mission Street for approximately 1,800 feet so ditch may be covered for widening. Install curbs. Provide necessary striping and traffic control signing. Widen 25th Street north of Mission Street to add a right-turn lane. Provide additional right of way.

This project is related to the "Goals for a Livable Oregon" by increasing the capacity and safety of an existing intersection.

See attached map for geographical location.


PROPOSED TOPICS
PROJECT
OUTSIDE CITY
OUTSIDE CITY
McNARY
FIELD
SALEM
MUNICIPAL
AIRPORT
SALEM
N

TOPICS

SALEM, OREGON
September 30, 1970

Mr. L. H. Young
Program & Planning Engineer

BUILDING

TOPICS Projects (6)

Attached are summary sheets and a tabulation for six TOPICS Projects which were approved by the Highway Commission at the September 30, 1970 meeting.

Please initiate the required Notices of Intent. Also submit the Salem projects to the Mid-Willamette Valley Council of Governments for review and comment pursuant to Section 204 of the Demonstration Cities and Metropolitan Development Act.

This office will in the near future forward additional information for programming of these projects with the Federal Highway Administration.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Attachments

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

Suggested Bid Letting	City	Section	Programmed Amount	State Cost
NA	Ashland	Ashland Urban Area Areaswide TOPICS Plan	$ 4,000	$ 800
NA	Baker	Baker Urban Area Areawide TOPICS Plan	4,000	800
NA	Bend	Bend Urban Area Areawide TOPICS Plan	4,000	800
4-71	Milwaukie	Harrison Street at 32nd Avenue Signals and widening	61,000	12,200
NA	Salem	Salem Urban Area Areawide TOPICS Plan	12,000	2,400
6-71	Salem	S.E. Mission Street at 25th St. Signals, widening & channelization	290,000	58,000
	TOTAL		$ 375,000	$ 75,000

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	1,357,700	1,357,700
Unprogrammed Balance	1,385,300	1,385,300
Proposed Projects-9/29/70	375,000	375,000
Unprogrammed Balance	$1,010,300	$1,010,300

Approved by Hwy Comm. 9-30-70

9-30 { Gifford / Turner / Crandall / Litchfield

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1970
☐ ENGR. ☑ ENGR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

70-f
9/17/70

☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE

September 30, 1970

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

On September 30, 1970, the Oregon State Highway Commission approved the City of Salem's request for a TOPICS project on Mission Street at 25th Street. Attached for your information is a summary of this project.

We will now proceed to file the necessary "Notices of Intent" and upon proper clearance will program preliminary engineering for this project with the Federal Highway Administration. Design of the project will proceed once the Highway Administration grants its approval. In the near future, we will prepare and forward to you an agreement to cover the job particulars.

The Highway Commission also approved the City of Salem's request for a TOPICS project involving the development of an Areawide TOPICS Plan for the Salem Urban Area. We will now file the necessary "Notices of Intent" and, upon proper clearance, will program this study with the Federal Highway Administration. When the Highway Administration grants its approval we will begin the study. Attached for your information is a summary of this project.

Very truly yours,

H. S. Cox
County and City Engineer

By: RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt
Attachment

cc: F. B. Crandall
R. D. Asbury

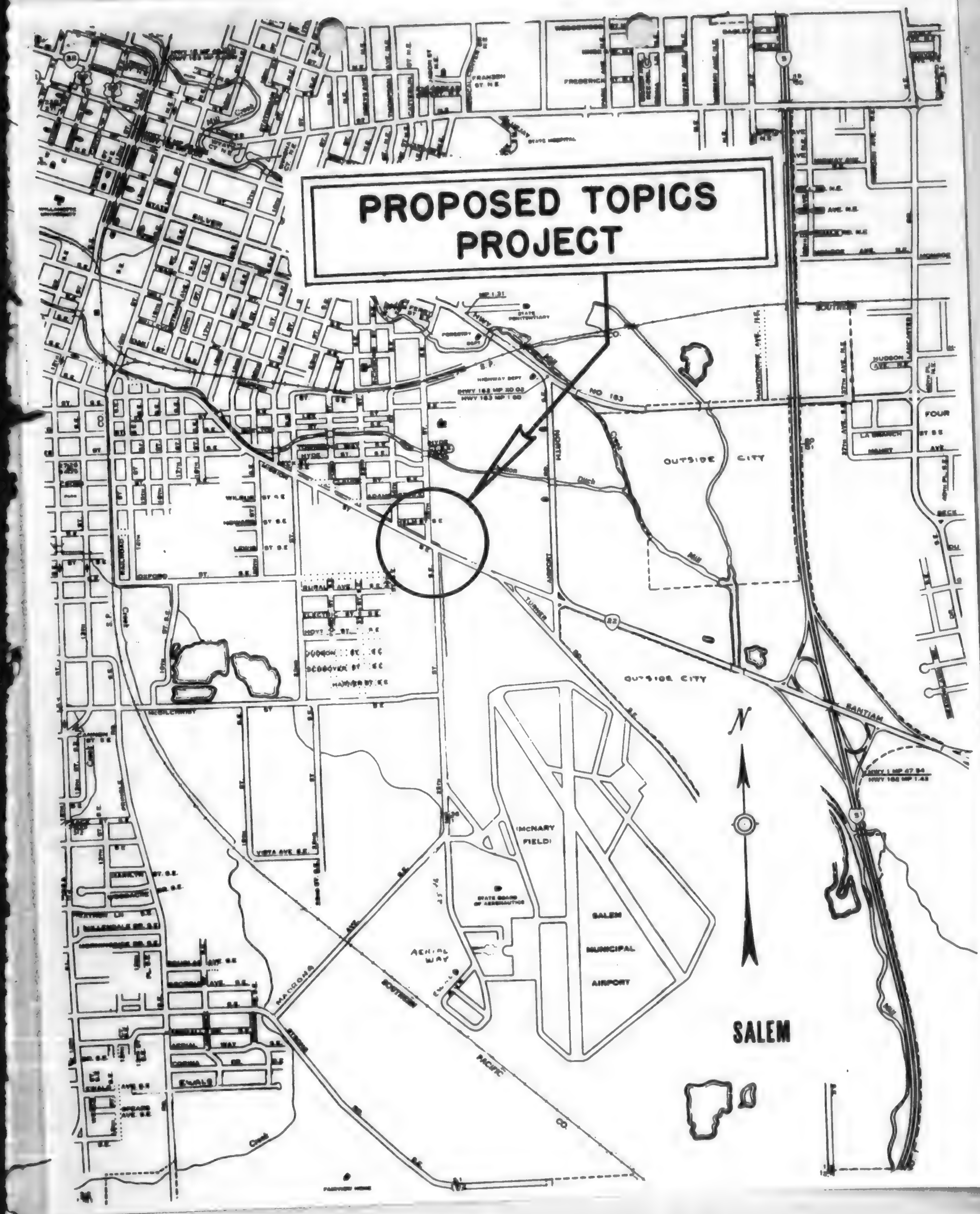
CITY OF SALEM
Proposed TOPICS Project (1970 Funds)

Mission Street S.E. (FAP Type II) at 25th Street S.E. (FAP Type II) (Salem) Section. Traffic control signals, widening and channelization, $290,000.

Install fully traffic actuated multi-phase traffic signals. Widen Mission Street to four lanes with left-turn refuges. Place large pipes in ditch parallel with Mission Street for approximately 1,800 feet so ditch may be covered for widening. Install curbs. Provide necessary striping and traffic control signing. Widen 25th Street north of Mission Street to add a right-turn lane. Provide additional right of way.

A public hearing will be required.

PROPOSED TOPICS PROJECT



General Files Copy

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OCT 2 - 1970
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OREGON STATE HIGHWAY DIVISION

September 30, 1970

I-502-(4)
7622

HIGHWAY BUILDING • SALEM, OREGON • 97310 - Phone 378-4563

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached are Notices of Intent applications to apply for federal-aid assistance:

Federal-Aid TOPICS	Mission Street S. E. at 25th Street S. E. (SALEM) Section, FAP Type II, Marion County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By K. W. Ellison
L. H. Young
Program and Planning Engineer

Attach.
Mr. Daniel F. Burroughs, Chief, Portland Field Office, National Park Service, 920 N. E. Seventh Avenue, Portland, Oregon 97232
U. S. Dept. of Housing, Urban Development, 520 S. W. 6th St., Portland 97204
U. S. Dept. of Interior, Bureau of Outdoor Recreation, Regional Coordinator, 1002 N. E. Holladay, Portland, Oregon 97232
Federal Aviation Administration, Airport Branch FAA Bldg., Boeing Field, Seattle, Washington 98108
Bureau of Sports Fisheries & Wildlife, P. O. Box 3737, Portland, Oregon 97208
Corps of Engrs., Portland District, 2850 S. E. 82nd, Portland, Oregon 97206

cc: R. E. Simpson, FHWA
F. B. Klaboe
R. N. Chase

General Files

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Mission Street S. E. at 25th St. S. E. (Salem) Section, FAP Type II
Marion County

September 30 19 70

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Three (3) City Salem

County Marion Special District(s) (if applicable) M. W. - COG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid TOPICS

Authorizing Legislation Title 23, U. S. C. Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. of Transportation — Original Application X

Agency Federal Highway Administration — Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 174,000
Loan ..... Grant X

Local Applicant Share (City of Salem)
(if any) $ 58,000

State Agency Share $ 58,000

Other (Specify) $ --

Total $ 290,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date May 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) Six months

Approximate ending date November 1971

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** December 1, 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

MISSION STREET S. E. AT 25TH STREET S. E. (SALEM) SECTION,
FAP Type II, Marion County

This project will consist of preliminary engineering, traffic control signals, signing, grading, paving, and incidental work to increase the capacity and safety of the existing facility.

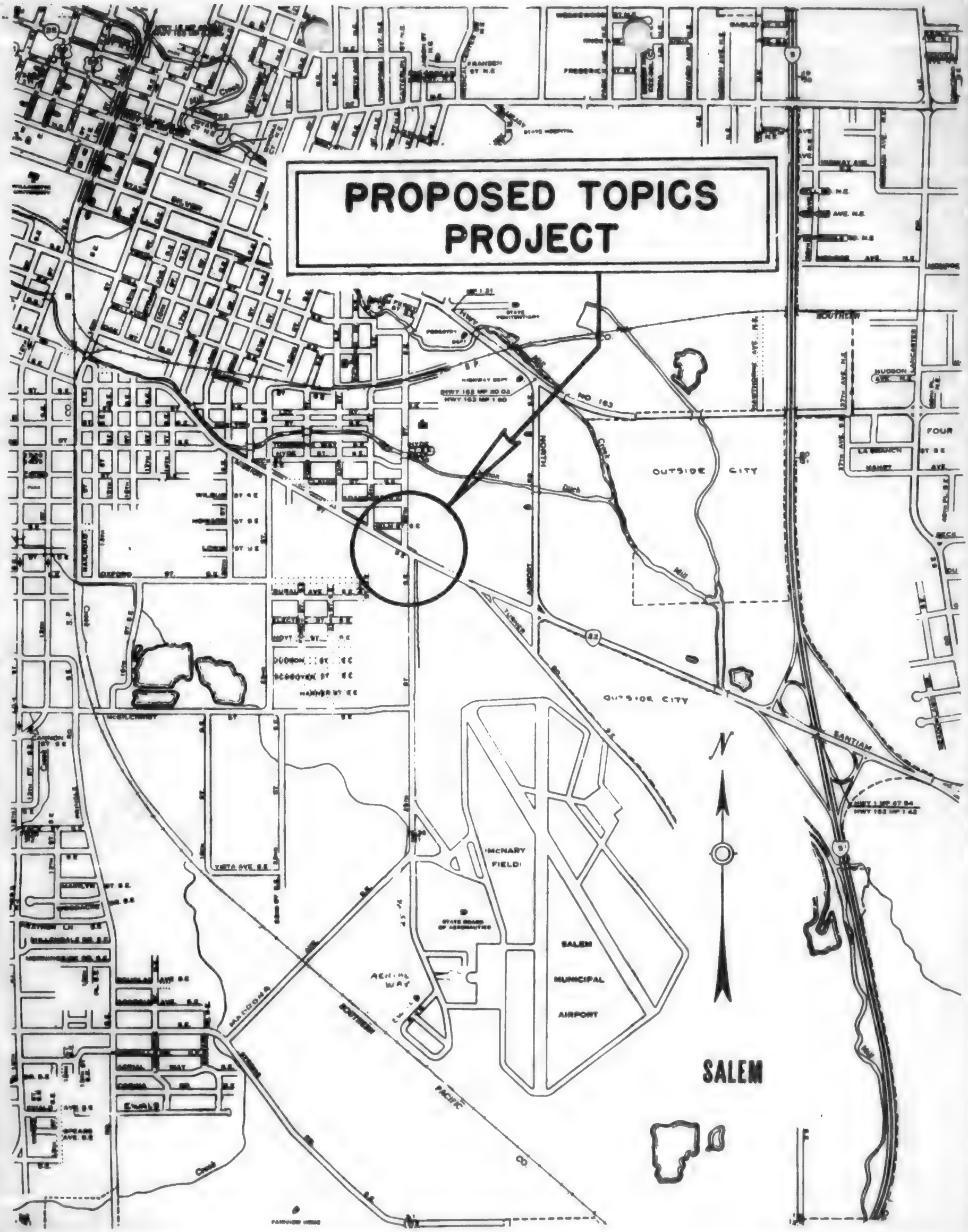
Proposed Work:

Install fully traffic actuated multi-phase traffic signal. Widen Mission Street to four lanes with left-turn refuges. Place large pipes in ditch parallel with Mission Street for approximately 1,800 feet so ditch may be covered for widening. Install curbs. Provide necessary striping and traffic control signing. Widen 25th Street north of Mission Street to add a right-turn lane. Provide additional right of way.

This project is related to the "Goals for a Livable Oregon" by increasing the capacity and safety of an existing intersection.

See attached map for geographical location.

PROPOSED TOPICS PROJECT



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September 24, 1970

Oregon State Highway Commission

Gentlemen:

There will be before you at the September 30 meeting requests from the cities of Ashland, Baker, Bend, Milwaukie and Salem for Federal-aid TOPICS projects.

The Cities of Ashland, Baker, Bend and Salem are requesting that the State develop an Areawide TOPICS Plan for their respective urban areas which will determine TOPICS projects and their priorities. The plans for Ashland, Baker and Bend are estimated to cost approximately $4,000 each, of which $800 each is the estimated cost to the State. The plan for the City of Salem is estimated to cost approximately $12,000, of which $2,400 is the estimated cost to the State.

The City of Milwaukie is requesting the addition of a traffic signal at Harrison Street and 32nd Avenue and the widening of Harrison Street for approximately two blocks. The TOPICS funds for this project are estimated at $61,000, of which $12,200 will be the cost to the State.

The City of Salem is also requesting the upgrading of the traffic signal at Mission Street and at 25th Street. Mission Street will be widened to a 66-foot curbed section with left-turn refuges. The TOPICS funds for this project are estimated at $290,000, of which $58,000 will be the cost to the State.

These projects have been investigated and are eligible for funding under the Federal-aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox, L. W. Rulien, R. D. Asburry, C. T. Keasey, J. F. Putnam, H. S. Coulter

RB:ljt sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

September 22, 1970

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Ashland, Baker, Bend, Milwaukie and Salem.

The cities of Ashland, Baker, Bend and Salem are requesting that State forces develop an Areawide TOPICS Plan for their respective urban areas. These plans will be similar to other plans now being developed by the State. The plans for Ashland, Baker and Bend are estimated to cost $4,000 each, of which $800 each is estimated to be the cost to the State. The plan for the city of Salem is estimated to cost $12,000, of which $2,400 is the estimated cost to the State. Each city has signed a letter-form agreement and we have received their advance deposits.

The city of Milwaukie is requesting approval of a project consisting of an interconnected three-phase fully actuated traffic signal at the intersection of Harrison Street and 32nd Avenue and widening of Harrison Street from 36 feet to 48 feet curb to curb for approximately two blocks. Total cost of this project is estimated at $61,000 including preliminary engineering. The cost to the State is estimated to be $12,200.

The city of Salem is also requesting approval of a project consisting of widening and channelizing Mission Street for approximately 400 feet on each side of 25th Street. Existing variable width pavement will be widened to 66-foot curbed section with left-turn refuges. The existing two-phase signal will be upgraded to a multiphase fully traffic actuated signal. A short section of 25th Street north of Mission Street will be widened to provide a right-turn lane. Total cost of this project is estimated at $290,000, including preliminary engineering but excluding necessary additional right of way to be purchased by the City. Cost to State is estimated at $58,000.

These projects have been reviewed with the Federal Highway Administration and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $375,000, of which $75,000 will be the State's share.

SP 52475-734

If satisfactory, these projects should be presented to the Highway Commission for approval at the September 29, 1970 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att: Tab 70-f
Rough draft

RECEIVED

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AUG 1 2 1970

city of SALEM, OREGON

TELEPHONE (503) 585-7500 • ZIP CODE 97301

T-5022(1)
7622

Department of Public Works
City Hall Salem, Oregon

September 11, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Letter-Form Agreement, TOPICS Preliminary Engineering,
City of Salem

Dear Mr. Klaboe:

also mission & Airport Rd

Attached is the City of Salem's executed agreement with the Oregon State Highway Division providing for the City furnishing the preliminary engineering for the Mission and 25th Street TOPICS Project.

Thank you for your assistance in providing us with the form for this agreement.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

BTV:bg
Attachment

cc: Dick Unrein - City-County Office
W. E. Stark, Traffic Engineer
D. J. Vargas, City Engineer

NOTED
F. B. KLABOE

signed agreement to COT for distribution 9-15-70

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SEP 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 4, 1970

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Re: Letter-form Agreement
TOPICS Preliminary Engineering
City of Salem

Dear Mr. Van Wormer:

Title 23, U.S.C., entitled "Highways," provides among other things that Federal funds shall be made available to the various states for the purpose of providing a continuing program within urban areas designed to reduce traffic congestion and to facilitate the flow of traffic. This urban traffic operations program to increase capacity and safety is known as "TOPICS." The Federal Highway Administration's Policy and Procedure Memorandum 21-18 and the State's Policy and Procedure Manual dated May 22, 1969, establish the policies and procedures relating to the expenditure of Federal funds for TOPICS projects in Oregon.

The Oregon State Highway Division's TOPICS Policy and Procedure Manual states, among other things, that preliminary surveys, preparation of plans and specifications, awarding of contracts, and supervision of construction for TOPICS projects shall generally be done by the Highway Division and shall be financed with Federal Aid TOPICS funds along with State and local matching funds.

RECEIVED
COUNTY & CITY SECTION
SEP 15 1970
☐ LENGTH. ☑ COOR. ☐ DE ☐ AE ☐ RE
☐ RPE ☐ CE ☐ RE ☐ RPE

Your letter of August 28, 1970 indicates the City of Salem's desire to perform certain phases of preliminary engineering on TOPICS projects subject to Federal Aid reimbursement; and, in the judgment of the State, the City's Public Works Engineering Division is adequately staffed and suitably equipped to perform said preliminary engineering in a satisfactory, economic and expeditious manner.

Recognizing the benefits which will accrue to the residents of the City and the people of the State of Oregon, and to promote the safety and welfare of the public in general, the State and the City propose to enter into this agreement, and hereby pledge complete cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this agreement.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Floyd Query, Orig.
F. D. Morgan
V. E. Skoog
L. H. Young
F. L. Hall
F. B. Crandall
I. D. Merchant
R. D. Asburry
H. S. Cox
L. P. Renz, FHWA

Dist. made
9-15-70 RB

It is agreed by and between the parties hereto as follows:

1. All engineering and work performed shall be in conformance with State specifications and various Federal Highway Administration Policy and Procedure Memoranda which apply to performance and the keeping of records. Nothing herein shall be taken as relieving the State of its responsibility under the Federal Aid laws and regulations for the engineering work to be performed by the City.

2. Subject to appropriate programming and authorization, Federal funds may participate in the cost of salaries and wages at actual or average rates covering productive labor hours of public employees, excluding the administrative organization of the operating unit involved. All records and documents relating to the projects shall be compiled in accord with sound accounting principles and retained for a period of not less than three years following the date of final payment by the Federal Highway Administration. Reimbursement Vouchers for preliminary engineering may be submitted upon preparation of plans adequate for advertising for all intended construction within the project's termini.

3. No work on any proposed project, for which reimbursement is desired, may be undertaken prior to approval by the State and Federal Highway Administration.

4. The City shall furnish adequate records for the State's use in submitting Reimbursement Vouchers to the Federal Highway Administration as prescribed by the Accounting Section of the Oregon State Highway Division.

5. Notwithstanding anything herein to the contrary, this agreement may be terminated or any provision of this agreement may be changed at any time by mutual consent of the parties hereto.

6. Preliminary engineering for TOPICS projects shall be divided into Phase I and Phase II with the City to the work required for Phase I and the State to complete Phase II.

7. Under Phase I City shall conduct the field surveys, determine the approximate limits of any necessary additional right of way, perform the required field and office work for the development of preliminary estimates and design, prepare a narrative report and a listing of any special provisions or specifications deemed necessary by the City, and forward to the State, through its Region 2 Engineer, all survey data, computations, reports and detail or vicinity maps pertinent to each proposed project. All preliminary plans shall be submitted on Federal Aid milar sheets as prescribed by the State.

8. Under Phase II State shall, upon receipt of the aforementioned data, prepare all plans and specifications, advertise for bids, let and award all contracts, and supervise the construction of the project.

9. The above shall be in compliance with PPM's 21-3, 30-5, 30-6, 30-9, or other Policy and Procedure Memoranda, Instructional Memoranda, or revisions relating to the expenditure of Federal Highway funds.

10. The State and the City shall pay for and contribute to the final actual total cost of preliminary engineering as follows: State and City shall each pay 50 per cent of the difference between the final actual total cost of preliminary engineering and the amount contributed toward the final cost of the Federal Government. It is further understood and agreed that unless the State and the City have a specific written agreement to the contrary, the City shall pay 100 per cent of the cost of any items in which the Federal Government does not participate with its Federal Aid funds.

If the foregoing is agreeable to the City, please indicate your approval by signature in the space provided below and return one copy to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By: F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

CITY OF SALEM

Date 9-11-70

By [illegible]

Title [illegible]

9/4/70

city of SALEM, OREGON
ZIP CODE 97301
TELEPHONE (503) 585-7500

DEPARTMENT OF PUBLIC WORKS
Engineering Division
City Hall
Salem, Oregon

August 28, 1970

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Room 405
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: City of Salem TOPICS application - Mission Street at 25th Street, S.E.

Pursuant to my conversation with Dick Unrein, we are enclosing one copy of our TOPICS application and four copies of the vicinity map which shows the project location.

As you know, it is the City's desire to accomplish the preliminary design of this project with its own forces. The City currently has seven registered professional engineers on its Public Works staff, and several of its design personnel are former Oregon State Highway Division or Bureau of Public Roads employees. In addition, funds for the design of this project have been included in the City's current budget.

Please advise this office if any additional data or documents need to be submitted with this application so that it may be presented to the State Highway Commission at its September meeting.

Very truly yours,

B. T. VAN WORMER,
DIRECTOR OF PUBLIC WORKS

DJV:rd

Enclosures

cc: W. E. Stark
D. J. Vargas

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COUNTY & CITY SECTION
SEP - 1 1970
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UPE CE RE RPE

OREGON'S CAPITAL

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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date August 17, 1970

Name of City Salem, Oregon
Major Street Name Mission Street
Section Name 25th Street intersection

Location of Project (Attach sketch map) Length 1,900 feet
On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No
Explain Mission Street is a direct east-west connection between Highway 22 and U.S. 99E business route.

Describe Project This project will provide 4 through lanes of traffic with east bound and west bound left turn refuge lanes, curbs, [redacted], improved signalization and covering of a large roadside ditch.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: 25th Street & Mission Street

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated _____
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

Footnotes:

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple ___X___

4. Is interconnection for coordination necessary? ___No___ Remarks: ___
_____
_____
If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire ___X___
   c. Signal Bridge _____

6. Paint Color Desired: ___Aluminum___

7. Present Signalization: ___Two Phase - Full Traffic Actuated___
_____

8. Other Remarks: _____
_____
_____

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: _____
_____
_____

NONE Per Dave VanDyke 9-8-70 RHS

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Full 66 foot Street Improvement from 400 feet east 25th Street to 24th Street plus taper sections 500 feet long on each end.

2. Desired Work: Widen the existing pavement to 66 feet wide, and build curbs ~~and sidewalks~~. Twin 48 inch drain pipes are required to fill the existing ditch.

3. Typical Section: 25 foot width for 2 lanes each way plus 16 feet for a left turn refuge.

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard type C
   b. Exposure 6 inches
   c. Width between curbs 66 ft.
   d. Desired curb radius 20 to 45 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: 24 foot wide A.C. with 8 foot gravel shoulders. 6 foot ditch on north side

7. Traffic Control Signing:
   a. To be part of project? Yes
   b. By City? [redacted] c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

F.A. participation — by City forces.

6-23-71 To be done by City Forces at City expense per Doug VanDyke

8. Striping:
   a. To be part of project? Yes
   b. By City? [redacted]
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

F.A. participation — by City Forces

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length 1,000 ft.
   b. Width 5 ft.
   c. Type P.C.C.
   d. Location: Both sides from 400 feet east of 25th Street to 24th Street.

Not in contract. (by City LATER)

Footnotes:

IV. STRUCTURE DATA:

1. Location: Parallel and approximately 25 feet north of center line from 1,000 feet east of 25th Street to 23rd street.

2. Desired Work: Provide a drainage structure to allow covering of the existing ditch.

3. Name of Structure: None

4. Name of Stream, Street or Facility being Spanned: Mission Street ditch

5. Desired Roadway Width of Structure: (parallel to roadway) ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? Yes — Later by City. Width? 5 ft. Location adjacent to curb

7. Is a particular type of structure and design desired? No
Explain: To be determined through design.

8. Can street be closed during construction? No

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? To be determined at
b. Use for Detour? _____ design time.
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? No
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure? No
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____

14. Does City wish provisions made for future utility attachment to structure? No Explain: _____

15. Does City wish lightpost bases and conduit installed? N/A

16. Are there any unusual or complicating conditions? No
    Explain: _____

17. Describe Existing Structure: Twin 36" X 58" cmp culvert under 25th Street with open ditch running parallel to Mission Street.

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 70 ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? Yes Explain: 80 Foot right-of-way will provide room for a 66 foot curb to curb width plus a 5 foot sidewalk each side.

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? Yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? Yes
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: None of record

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.) *

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes: * Northwest Natural Gas Company
Pacific Northwest Bell
Portland General Electric
City sewer and water

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ~~157,555 (Federal)~~ 170,571 $406,000

2. Estimated Cost of Requested Project $ ~~292,116.00~~ $290,000

3. Date Match Money is Available: July 1, 1970

4. Will there be any 100% City money? Yes

5. Maximum Amount of 100% City Money: $ 29,500

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The SALEM City Council on the 24th day of August, 19 70, adopted Resolution No. 70-199 or ~~Ordinance No.~~ _____, as the case may be, requesting this TOPICS project.

By _____

By _____

DOCUMENTATION

Location: Mission Street at 25th Street

Type of Project: Intersection widening, channelization, improved signalization.

Area wide Topics plan status:

Plan will be developed during FY 70-71.

Purpose of Project:

The ADT entering of 16,800 was recorded in April before a large discount store opened in this area. Left turn traffic during the morning and evening rush hours strangles traffic on this two lane facility. There are currently seven signalized intersections on this route between Highway 20 and U.S. 99E of which this is one. Two other intersections need signals and channelization. Providing a drainage structure for the Mission Street ditch will remove a roadside hazard, (open ditch).

This project would accomplish the following:

1. Reduce peak hour traffic, congestion & delay.
2. Channelize the intersection, providing left turn refuges for east bound and west bound traffic.
3. Improve traffic signalization.
4. Place Mission Street ditch underground.

city of SALEM, OREGON
TELEPHONE (503) 581-5123 • ZIP CODE 97301

REFERRED TO
Co - City
BY SECRETARY

August 26, 1970

Oregon State Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

Enclosed for your files and information is a copy of City of Salem Resolution No. 70-199, approving the 25th and Mission Streets project as provided for by the Federal Aid Highway Act of 1968.

This resolution was adopted by the City Council at its meeting of August 24, 1970.

Betty J. Marsh
City Recorder

Enclosure 1

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

OREGON'S CAPITAL

RECEIVED
AUG 27 1970
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION NO.

70 199

WHEREAS, the Federal Aid Highway Act of 1968 provided for an Urban Traffic Operation Program to increase capacity and safety; and

WHEREAS, the expenditure of Federal funds through the State Highway Commission may be approved for providing additional traffic lanes on approaches to signalized intersections; and

WHEREAS, traffic studies have indicated the need for providing additional traffic lanes on the Mission Street SE approaches to the signalized intersection at 25th Street SE; and

WHEREAS, the proposed 25th and Mission Street SE project has been formulated and the approval of the City of Salem of such project must first be obtained and submitted to the Oregon State Highway Commission; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the proposed 25th and Mission Streets Project, as provided for under the Federal Aid Highway Act of 1968 is hereby approved, and the City Recorder is directed to submit a copy of this resolution to the Oregon State Highway Commission.

ADOPTED by the Common Council this 24th day of August, 1970.

ATTEST:

/s/ Betty J. Marsh

CITY RECORDER

RECEIVED
AUG 25 1970
CONTRACT & CITY SECTION

RECEIVED
APR 2 - 1970
FOR FILING
T-5622(1)
7622

MEMO TO FILES - 4/1/70

RE: TOPICS, City of Salem

On March 31, 1970, the writer met with Bob Moore, City Manager of Salem, and discussed the TOPICS program. Mr. Moore stated that the City of Salem has a keen interest in the TOPICS program, but because of a complete lack of matching money in this year's budget, they have not pursued initiating a TOPICS project.

He also stated that the City Council at its April 13 meeting will consider approval of a Type II TOPICS System for the Salem urban area.

We discussed the intersection of Mission Street and 25th Street and he said that the Public Works Department has a $250,000 TOPICS item in their proposed 1970-1971 budget for this intersection. I asked if this included a traffic signal for Mission Street and Airport Road and he said he didn't know but would check into it. I told him that the BPR reviewed TOPICS projects on a corridor concept and may require both intersections to be signalized.

Mr. Moore was advised that it takes approximately six to eleven months from receipt of a project request to award of a contract.

Richard Unrein
Urban Aid Engineer
County & City Department

RU:mm

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
F. B. Crandall
R. D. Asburry

RECEIVED
APR 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

7623 W. Fremont Interch. (Unit 2) Sec. 1972
of Stadium Fwy. & Col. R. Hwy.
(Grad., pav., struct., sign., ill.) #2

7623

R

May 29, 1975

Robert W. Straub

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-405-8(28)303

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7623, Work Completed May 5, 1973

Project West Fremont Interchange (Unit 2)

Highway Stadium Freeway & Columbia River

County Multnomah

Acceptance: Transportation Commission August 15, 1973

Federal Highway Administration May 16, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:wm

cc: R. Hacek
R. D. Church

7623

Salem

December 10, 1973

R. N. Bothman
Metropolitan Engineer

L. H. Young
Office Engineer

Completion Dates of
Participating State Force Work

Federal regulations require that all participating work done under State Force Order, either by our State personnel or others, be completed prior to Federal Highway acceptance of any Federal-aid project.

Please indicate the current status of the listed Change Orders and return one copy to this office.

Contract Number	Contract Work Completed	State Force Order Number	Completion Date Actual	Completion Date Estimated
7310, 7311 & 7312	11-28-72	2	———	———
		3	———	———
		*5	———	———
		6	———	———
		*7	———	———
		13	———	———
		17	———	———
		20	———	———

Also the completion date of the Illumination and Sign adjustment work, per the Region Inspection Report.

			Actual	Estimated
			_____	_____
7623	5-5-73	4	_____	_____
7761	4-20-73	1	_____	_____
		2	_____	_____

*Change Orders involving railroad work require only the completion date of the physical work.

DHM:pr

FREMONT BRIDGE COMPLEX PROJECT INFORMATION

PROJECT	CONTRACT NO.	CONTRACTOR	DATE AWARDED	DATE COMPL.	LENGTH (LANE FT.)	QUANTITIES			ENGINEERING CONSULTANT	EXPENDITURES		
						STRUCT. STEEL (LBS.)	CONCRETE (CY)	REINFORCE. (LBS.)		CONTRACT AMOUNT	TOTAL* AMOUNT	AMOUNT FOR ENGINEER CONSULT.
Fremont Bridge Pier Const.	7124	Peter Kiewit Sons' Co.	2-27-68	5-13-70	N/A	520,000	38,000	1,950,000	Parsons, Brinkerhoff, Quade & Douglas	3,957,623	4,188,200	Included in below
Fremont Bridge Superstructure	7276	Murphy-Pacific Enterprises	7-3-69	11-9-73	17,300	17,450,000	3,910	1,010,000	"	27,391,510	28,817,[illegible]25	905,878**
West Fremont Interchange	7214	Anderson-[illegible]nan	4-29-69	10-19-72	36,000	15,952,000	65,647	19,150,000	Howard, Needles, Tammen & Bergendoff	19,348,[illegible]07	20,288,500	1,442,202
West Fremont Interchange (Unit 2)	7623	Drake-Willamette	8-26-71	5-5-73	Included in above	126,200	11,270	3,885,300	"	3,274,682	3,586,900	Included in above
East Fremont Interchange, Unit "A"	7310	Drake-Willamette	9-11-69	4-27-73	32,000	16,156,000	19,817	4,388,500	"	13,175,306	14,089,500	Included in above
East Fremont Interchange, Unit "B"	7311	Drake-Willamette	9-11-69	5-25-73	Included in above	8,740,800	15,725	2,989,400	"	9,026,940	9,450,000	Included in above
[illegible]t Fremont Interchange, Unit "C"	7312	Drake-Willamette	9-11-69	11-28-72	Included in above	352,500	8,252	2,712,000	"	2,058,970	2,160,000	Included in above
TOTALS					85,300	59,297,500	162,621	36,085,200		78,233,168	82,580,225	2,348,080

TOTAL COST FREMONT BRIDGE COMPLEX $84,928,305

* Includes Additional Anticipated Items, Contingencies, and Construction Engineering
** Includes investigation of in-service crack

NOTED
E. S. HUNTER

RECEIVED
DEC 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7623

August 22, 1973

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

General Insurance Co. of America
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7623 awarded to Brahe-Hillamette for work on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County was completed on May 9, 1973, and accepted by the Transportation Commission on August 15, 1973.

Final payment in the amount of $65,321.70 will be released to the contractor after August 27, 1973. The total contract amount is $3,274,681.60 including $38,493.60 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

C. A. Reed, Manager
ADMINISTRATIVE SERVICES

cc
cc Brahe-Hillamette
7740 N. W. Flanders Street
Portland, Oregon 97209
bc C. T. Keeney
Walt Hart
V. E. Skoog
Attn: Dick Hasek
L. W. Ralien

NOTED ON CARD
8-22-73 LD.

7623

FORM N.25

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 20, 1973

TO Mr. V. E. Skoog
Controller

Attn. Mr. R. J. Hacek

FROM R. J. Wright
Bridge Office Engineer

SUBJECT Consultant Agreement
Fremont Bridge Approaches
Contracts 7214, 7310, 7311, 7312 and 7623

The consulting firm of Howard, Needles, Tammen & Bergendoff, has completed the engineering services for the design of the East and West Fremont Interchange structures. Their final invoice is attached. It has been checked and is hereby approved for payment.

RJW:dh
Attachment

cc A. E. Johnson
E. S. Hunter
R. N. Bothman

NOTED
E. S. HUNTER

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7623

August 16, 1973

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7623, Work Completed May 5, 1973

Project West Fremont Interchange (Unit 2)

Highways Stadium Freeway & Columbia River, County Multnomah

Type of Work Grading, Paving, Structure, Sign & Illumination

Contractor Drake-Williamette

Recommended Acceptance Date August 15, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

Wired

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7623

August 10, 1973

Drake-Willamette, Joint Venturers
1201 N. Loring Street
Portland, OR 97227

Gentlemen:

We have considered your request for an extension of time on Contract No. 7623 for work on the West Fremont Interchange, Unit 2 Section of the Stadium Freeway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 179 days is granted which will reduce the time liquidated damages on this project. This is made up of 94 days for the January 30 to May 3 stop work order plus an additional 85 days extension for the effect of extra work orders 10, 11 and 12 and the November 6, 1972 to January 29, 1973 partial stop work order limiting paving. This establishes a new completion date of April 1, 1973.

If you have further question on this matter, you may contact the Resident Engineer or the Metropolitan Engineer.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
R. N. Bothman
John Howard
V. L. Gallagher

JAB:fw dpy

7623

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 10, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
West Fremont Interchange, Unit 2
Contract No. 7623

Drake-Willamette, contractor on the subject project, has requested a 223-day extension of time without assessment of liquidated damages citing delays caused by extra work items (137 days) and an order to suspend work on asphaltic concrete paving (86 days). The project was awarded August 26, 1971, and had a specified completion date of July 15, 1972. This date has been formally extended by two previous requests, with October 4, 1972 being the current specified completion date. The contract was completed May 5, 1973, with 119 days liquidated damages at $300 per day for $35,700.

The contractor was issued a stop work order on January 30, 1973, as only landscaping work remained and this could not be done until the ground dried. This order for suspension of work remained in effect through May 3, 1973. The contractor has not been assessed liquidated damages for this 94-day period.

The contractor has protested our method of prorating time for extra work on non-critical items which diverted key personnel from regular contract work to some extent. On the second extension of the specified completion date, the contractor was allowed an extension for 25 percent of the time spent performing work on these non-critical items to account for interference on regular contract work. The circumstances have been reviewed and we find no basis to increase the time already allowed.

Three items of later extra work were not considered on the previous requests and should be recognized now. This work

consisted of a revision to the "SW" abutment (Extra Work Order No. 10), patching rough median areas (Extra Work Order No. 11) and installing Type 2 barricade (Extra Work Order No. 12). The contract work was delayed for two of the days spent installing the Type 2 barrier. The remaining 13 elapsed days for these work items did not directly delay the project. Extension for 25 percent of this time (three days) is justified, making a total of five days on the extra work items.

On November 6, the contractor was ordered to suspend A.C. paving operations only as the subgrade was in an unacceptable condition due to the wet weather. This partial stop work order was in effect until January 29, 1973, during which time paving was permitted intermittently as conditions allowed. The paving was critical for the opening of the Glisan ramps and Thurman Street and completion of the project. As the paving could have been done in about five days under better working conditions, an 80-day extension is justified for this 85-day period covered by the partial stop work order.

I have granted a 179-day extension (94 days "stop work" plus 85 days extension). This will establish a new completion date of April 1, 1973, and will leave 34 days liquidated damages at $300 per day ($10,200). This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head
A. E. Johnson
G. M. Baldwin
H. S. Coulter
C. T. Keasey
R. N. Bothman
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

FORM E-20 (REV. 10-68)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1973

SUBJECT: Request for Time Extension
West Fremont Interchange, Unit 2
Contract No. 7623
FAP I-405-8(28)303

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

The subject project was awarded August 26, 1971 and had a specified completion date of July 15, 1972. This date was formally extended by two previous requests with October 4, 1972 being the current specified completion date. The contract was completed May 5, 1973.

The contractor, Drake-Willamette, has requested a 223-day extension of time without assessment of liquidated damages. Reasons given for the request are delays caused by extra work items (137 days) and an order to suspend work on A.C. paving (86 days).

The contractor was issued a stop work order on January 30, 1973 as only landscaping work remained and this could not be performed until the ground dried. This order for suspension of work remained in effect through May 3, 1973. The contractor has not been assessed liquidated damages for this 94-day period. There are 119 days liquidated damages at $300 per day for $35,700.

The contractor has protested our method of pro-rating time for extra work on non-critical items which diverted key personnel from contract work. (On the second extension of the specified completion date the contractor was allowed an extension for 25 percent of the time spent performing work on these non-critical items to account for interference on regular contract work.)

This has been reviewed and we feel that the 25 percent allowed is fair for these delays as the contractor was able to continue work on contract items during these periods. Three items of extra work which required key personnel were not considered on the previous request, however.

This work consisted of a revision to the "SW" abutment (EWO No. 10), patching rough median areas (EWO No. 11) and installing Type 2 barricade (EWO No. 12). The contract work was directly affected by two of the days spent installing the

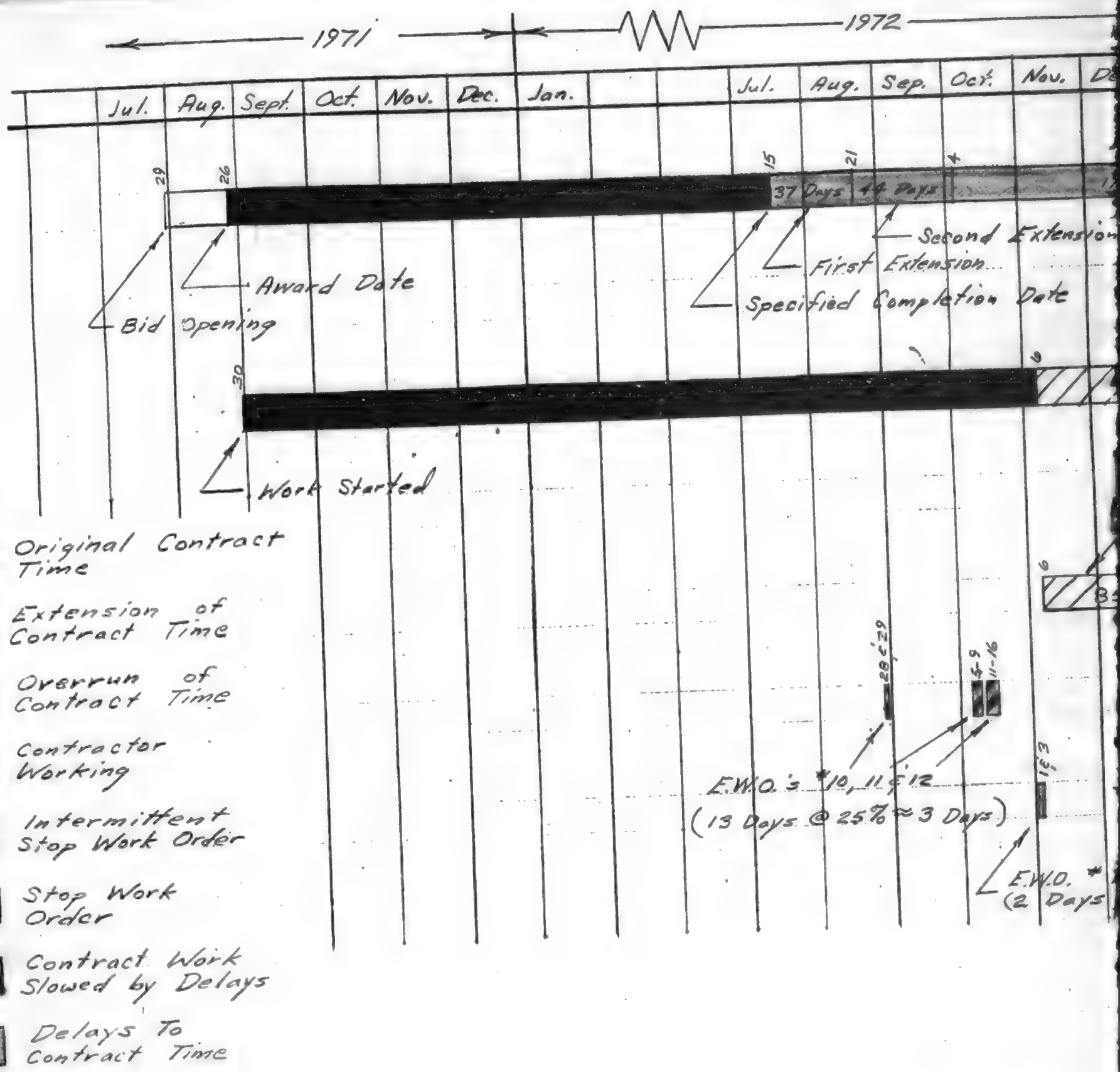
Type 2 barrier. The remaining 13 elapsed days for these extra work items did not directly delay the project and we recommend extension for 25 percent of this time (approximately 3 days). The total recommended extension based on these items is 5 days (See attached chart). The Resident Engineer and Region recommended extention for the entire 11 days worked on these three items. At our request the Resident has analyzed the manpower utilized on these three orders in more detail. It shows a maximum of 12 percent of the man hours worked on a given day being required on this force account work. Our 25 percent assumption is therefore very liberal to the contractor.

On November 6, 1972, the contractor was ordered to suspend AC paving operations as the subgrade was in unacceptable condition due to the wet weather. The paving was critical for the opening of the Glisan ramps and Thurman Street. This work was completed by January 29, 1973, by taking advantage of occasional good weather and performing the work on an intermittent basis. As the paving could have been performed in about five days under good working conditions, the contractor should be granted an 80-day extension for this 85-day period covered by the partial stop work order.

Our recommendation would revise the specified completion date to April 1, 1973, an extension of 179 days (94 days "stop work" plus 85 days extension). This would leave 34 days which would be assessed at $300 per day for a total of $10,200. There are no claims from the contractor on this project. Statements made herein are intended solely for adjustment of contract time in accordance with Section 108.09 of the contract specifications.

This proposed extension has been discussed with the FHWA Area Engineer who indicated his concurrence. Rough draft letters to FHWA, the Transportation Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher


1971
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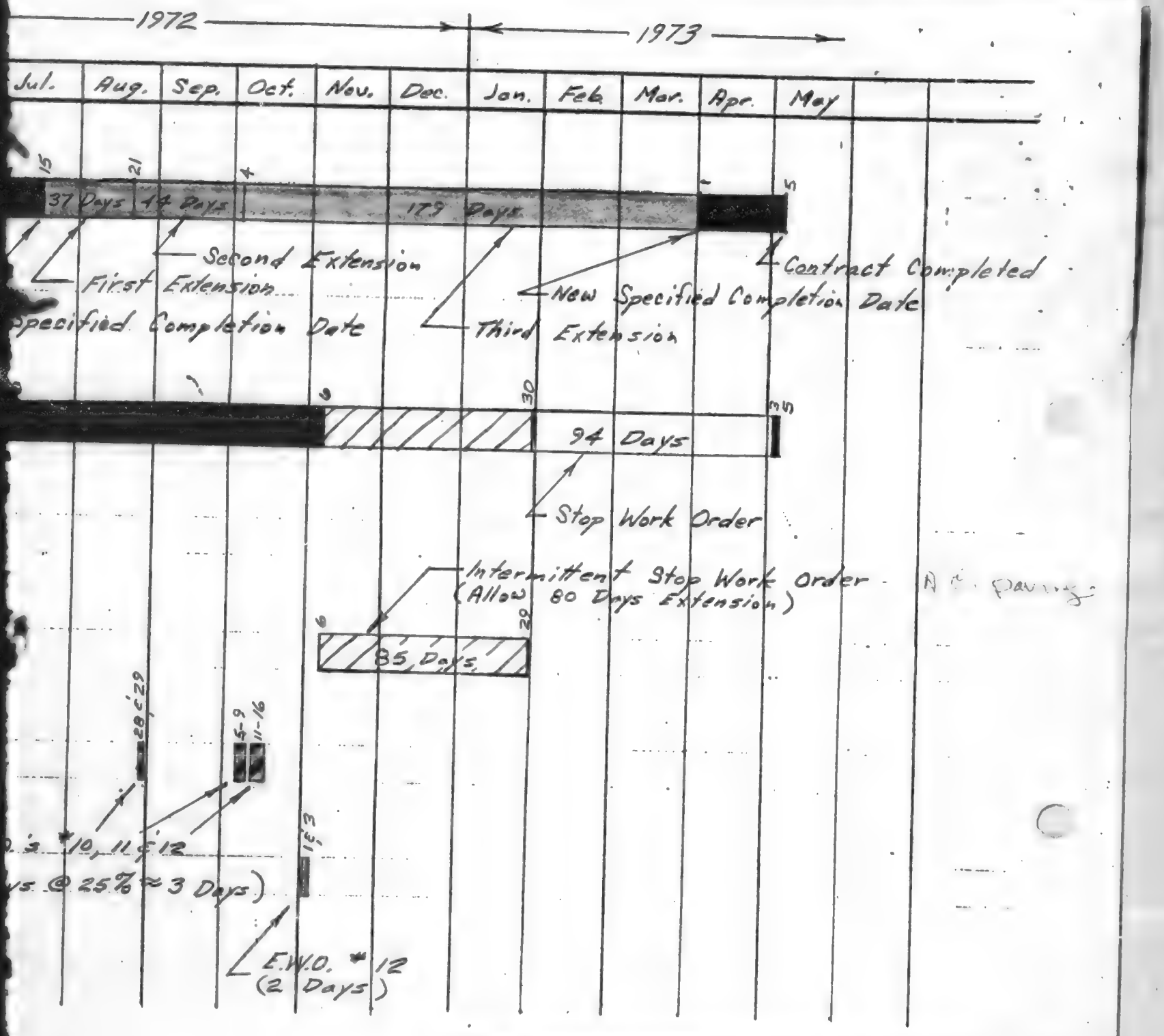
29
26
15
21
4
37 Days
44 Days
Second Extension
First Extension
Specified Completion Date
Award Date
Bid Opening
30
Work Started
Original Contract Time
Extension of Contract Time
Overrun of Contract Time
Contractor Working
Intermittent Stop Work Order
Stop Work Order
Contract Work Slowed by Delays
Delays To Contract Time
28 & 29
4-9
11-16
E.W.O.'s #10, 11 & 12
(13 Days @ 25% = 3 Days)
16 & 3
E.W.O. #
(2 Days



West Fremont Interchange
Unit 2
Contract 7623

DONALD M. DRAKE COMPANY
1740 N.W. Flanders Street
Portland, Oregon 97206

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

DRAKE - WILLAMETTE JOINT VENTURERS

EAST FREMONT INTERCHANGE PROJECTS

1201 N. Loring Street
Portland, Oregon 97227

March 19, 1973

Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Attn: John D. Howard, Resident Engineer

Re: West Fremont Interchange
O.S.H.D. Contract No. 7623
Time Extension Request No. 3

Gentlemen:

Enclosed herewith are five (5) copies of Drake-Willamette Joint Venturers' request for Time Extension No. 3, dated March 19, 1973, and supporting data thereto.

These documents are presented in accordance with Section 108.08 and 108.09 of the Oregon State Highway Commission's "Standard Specifications for Highway Construction", 1970 edition, to with:

1. Item No. 1 requests 86 additional days of contract time because of your "hold" letter of November 6, 1972.

2. Item No. 2 is your "hold" letter of January 30, 1973, and is only offered as clarification of Item No. 1 at this time. (Right is hereby reserved to use this January 30, 1973 letter as a basis for Time Extension No. 4 if such be required.)

3. Under Item No. 3, your attention is specifically called to the analysis of supervisory time required on E.W.O.'s and P.A.'s to date for which proper additional contract time has not been granted. (Please refer to work sheets 1, 2, 3 and 4 of 4 dated March 14-15, 1973.) Your attention is specifically called to Item No. 4 on Sheet 1 of that group and all of Sheet 2.

   The method of lumping several of the items of Time Extension No. 2 together and applying a 20% factor for supervisory time appears not to have been a fair solution to the problem. Therefore, your reconsideration of this item is particularly requested. According to job specifications, the contractor must maintain adequate and proper

Oregon State Highway Division

supervision of the work at all times. Please note that average crew size for the E.W.O. and P.A. work (including supervisor) was approximately 4 men. Such a crew size makes supervision mandatory. Since this was all added work beyond original contract intent, an additional 58 days of contract time is hereby requested under this item.

4. Item No. 4 of this Time Extension Request is just further clarification data to Item No. 3.

5. Item No. 5 is E.W.O. No. 14 and reasoning here is that this work order, though issued on December 4, 1972, could not be performed until approximately mid February 1973 because the Traffic EngineeringDepartment of the City of Portland had preliminary work which had to be performed prior to starting E.W.O. No. 14. Again, this problem was a circumstance beyond the control of the contractor.

6. Item No. 6 covers P.A. No. 7 for additional seeding and mulching. Since the area to be seeded and mulched fell within the work limits of the O. S. H. D. "hold" letters of November 6, 1972 and January 30, 1973, the work obviously could not and cannot yet be performed. The 2 day contract time request here is just to cover actual proposed work time. Right is still reserved here for appeal to a fourth Time Extension on the basis of the "hold" letters of November 6, 1972 and January 30, 1973, re: delay in seeding and mulching.

7. Item No. 7 is E.W.O. #8 where an additional 6 days contract time is requested because deck sealing could not be completed during the storm of September 19-24, 1972, inclusive.

Total aggregate request for contract time extension here is 223 calendar days, but primary intent of the request is to receive a time extension from October 4, 1972 to and including January 30, 1973.

As you have already verbally advised on March 7, 1973, a fourth time extension will not be necessary to cover time after January 30, 1973, until ultimate contract completion because of the January 30, 1973 "hold" letter.

Please carefully consider this Time Extension Request and expedite its granting.

Very truly yours,

DRAKE-WILLAMETTE JOINT VENTURERS

John R. Gray

John R. Gray
Project Manager

Enclosures

JRG:db

B-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 19, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 411 days to 529 days, within which to complete our Contract No. 7623, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. See O.S.H.D. letter (from John Howard, Resident Engineer) of November 6, 1972, placing "hold" on critical items = 86 calendar days.

(See attached Page 2 for Items 2 thru 7)

Respectfully submitted,

DRAKE-WILLAMETTE, Joint Venturers
Contractor

By Webster E. Smith
Webster E. Smith, General Superintendent

CONSENT OF SURETY

Date March 19, 19 73

We, The Travelers Indemnity Company and General Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

The Travelers Indemnity Company

James F. Darby
Attorney-in-fact

James F. Darby
Resident Agent

General Insurance Company of America

James F. Darby (SEAL) Attorney-in-fact

James F. Darby Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7623 Contractor Drake - Willamette JV

Highway Stadium Freeway

Section West Fremont Interchange Unit II

Kind of Work Grading, paving, structure, signing, illumination & traffic signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recognize 94-day stop work order (Jan. 30, 1973 to May 3, 1973) plus 85 days time extension for winter AC paving delays and work added by three orders (EWO 10, 11 and 12).

Recommended for Approval:

Allan A. Lawson
Division Engineer

Construction Engineer or Bridge Engineer

H. L. Conder
4SSt State Highway Engineer

Contract No.	7623
Project designation	I-405-8(28)303 (State-Federal)
Date awarded	August 26, 1971
Work started	August 30, 1971
Per cent completed	99.5% 2-17-73 (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP**8298-724

West Fremont Interchange
O.S.H.D. Contract No. 7623
Time Extension Request No. 3

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Continued:

2. See O.S.H.D. letter (From John Howard, Resident Engineer) of January 30, 1973 placing "hold" on certain other items and note last paragraph regarding additional contract time (for clarification only at this time).

3. See also attached letter of explanation and analysis regarding supervisory requirements on E.W.O.'s and P.A.'s, Drake-Willamette Joint Ventures = 58 Calendar Days.

4. See also O.S.H.D. letter of February 27, 1973 granting 44 days additional contract time (note particularly the last paragraph).

5. E.W.O. No. 14 = 71 Calendar days.

6. P.A. No. 7 = 2 Calendar days.

7. E.W.O. No. 8 = 6 Calendar days.

Sincerely,

[signature]
[illegible]
Assistant Bridge Engineer

RECEIVED
DRAKE-WILLAMETTE
JAN 1 1973
1701 N. [illegible]
PORTLAND, OREGON 97227

cc: Mr. C. O. Fredrickson
Mr. Walter J. Ford
Construction Engineer
[illegible]

OREGON STATE HIGHWAY DIVISION

METROPOLITAN REGION

PORTLAND, OREGON 97213
January 30, 1973

(2)

DRAKE - WILLAMETTE JV
2085 NW Thurman
Portland, Oregon 97209

re: West Fremont Interchange Unit II
Contract Number 7623

Gentlemen:

Our letter of November 6, 1972, shutdown the paving on this project due to wet subgrade conditions. Since this date by taking advantage of occasional good weather and by doing the work in a piece-meal manner you have been able to complete the paving.

At this time the project is complete except for topsoil and seeding & mulching of the slopes adjacent to the Glisan on and off ramps and some shaping of the ground under the structure. Because of the wet ground none of this work can be done until drying occurs. This letter extends the shutdown and directs you not to proceed until weather conditions allow the work to be performed in an acceptable manner.

The paving was critical for the opening of the Glisan ramps and Thurman Street. We appreciate your efforts to complete this under less than optimum conditions. Since this was not an efficient operation it is our opinion the shutdown period from November 6 to the date of this letter is still a valid reason for additional contract time. If the time is needed, please apply on the usual form and refer to the November 6 letter and this letter as the reason.

Sincerely,

J. D. Howard

JOHN D. HOWARD
Resident Bridge Engineer

RECEIVED
DRAKE-WILLAMETTE, JV
JAN 3 1973
1201 N. LORING
PORTLAND, OREGON 97227

cc: Mr. C. O. Fredrickson
Mr. Walter J. Hart
Construction Division

JDH:dfh

Job 707. TIME EXTENSION DATA (3)

OSHO CONTRACT No. 7623

Prepared JMG 3-14-73

1 OF 1.

(PROPOSED) TIME EXT. No. 3	REASONS FOR PROPOSED 3RD TIME EXTENSION.	DAYS REQUESTED	DAYS GRANTED	DAYS SUSTAINED
1.	SHUT-DOWN LTR. OF 11-6-72 FROM JOHN HOWARD OF OSHO & SHUT-DOWN LTR. OF 1-30-73 FROM JOHN HOWARD OF OSHO CITING LTR OF 11-6-72 AS LEGITIMATE REASONS FOR ADD'N. CONTRACT TIME. FROM 11-6-72 TO 1-30-73, INCLUSIVE	86		
2.	SHUT-DOWN LTR. OF 1-30-73 FROM JOHN HOWARD OF OSHO GOING FORWARD UNTIL SEEDING & MULCHING CAN BE DONE UNDER P.A. No. 7 (PROBABLY IN MAY, 1973). NO TIME WILL BE REQUESTED HERE AS THIS LTR. MAY BECOME THE BASIS FOR A 4TH TIME EXT. (HOWEVER, ON 3/7/73, JOHN HOWARD SHOWED DW WILL NOT HAVE TO FILE FOR A 4TH TIME EXT.)	TO BE HELD IN ABEYANCE FOR TIME EXT. No. 4. IF DW HAS TO REQUEST A TIME EXT. No. 4.		
3.	EWO No. 14 - WORK @ SW CORNER OF NW 22ND & VAUGHN STS. TIME & DW HAD TO MOVE BACK & TRAFFIC LT. POLE. THIS WAS NOT DONE UNTIL APPROX. 2-9-73. ∴, DW SHOULD GET A TIME EXT. HERE FROM START OF PROBLEM UNTIL WORK WAS COMPLETED, OR FROM 12/4/72 TO 2/15/73, INCL. (NOTE - CITY OF PORTLAND TRAFFIC ENGR. DEPT. HAD TO MOVE TRAFFIC LT. POLE), LESS 3 DAYS FROM SHEET 6 OF 8; 74 DA. - 3 DAY =	71		
4.	SEE SHEET 6 OF 8 RE BREAKDOWN OF SUPERVISORY RE EWO's & P.A.'s. (RETURN	58 DAYS.		
5.	P.A. No. 7 RE SEEDING & MULCHING - ONE DAY TO SETUP & 2ND DAY TO DO & WRAP UP.	2 DAYS.		
	TOTALS =	217 DAYS!		

Job 709. NO. INCREASE - EXT. TIME EXT. DATA OSHO CONTRACT No. 7623

JHG 3-15-13 Approved By 1 OF 4.

EWO. OR P.A.		ACTUAL SUPERVISOR DAYS	OSHO ALLOWED IN T. EXT #2	BASIS FOR TIME EXT. No. 3 = SUP. DAYS	
P.A. No. 5		16	14	14.6	
EWO 7		2	1.0	1.0	
EWO 8		7	8.4	8.4	HISTORICALLY SUPV. HAD 400 MAN HOURS OF WORK ON 11/30 - 12/7/72 PER JOB COST VEHICLE S/B ALLOWED TWO 8 HR DAYS.
EWO 9		6	NOT CONSIDERED IN TIME EXT. No. 2	6.0	
EWO 10		2		2.0	
EWO 11		3		3.0	
EWO 12		6		6.0	
EWO 14		3		3.0	
EWO 3		14	3.8	10.2	
	TOTALS →	59	14.6	45.8	∴ 46 DAYS TIME EXT. FOR THIS ALLOWANCE IS A LEGITIMATE REQUEST.

BASED ON 163 DAYS OF INVOLVEMENT & 59 TOTAL SUPERVISORY DAYS INVOLVED, AVE. NO. OF MEN/DAY = (2.76 + 1.0) = 3.76 MEN PER DAY INCLUDING THE SUPERVISOR.

NOTE:

THIS DOES NOT INCLUDE ANY TIME FOR ADD'N. SUPERVISOR TIME BY SUBCONTRACTOR FOR COORDINATION!

∴ ADD 25% × 46 DAYS FOR THIS PROBLEM TO CR~

1.25 × 46 = 57.50 DAYS; USE 58 DAYS.

Job 707

M. THOMAS & ASSOC. INC.
TIME EXT. DATA
OSHA CONTRACT No. 76-3

Prepared JHG 2-16-73
Approved By [illegible] 3 OF 4.

DAY of MONTH	MAN DAYS INVOLVED - NOT COUNTING SUPERVISION						
	AUG.	SEPT.	OCT.	NOV.	DEC. 1972 →	JAN. → 1973	FEB.
1				4			
2							
3				3			
4					1		
5		3	2		5		
6		1	2				
7							
8		2			2		
9			4			3	
10							
11		1	4				
12		3	2				2
13		2 1	3				
14	2	2 5					2
15	3	2					2
16	3		3				
17							
18		2			3		
19	1						
20							
21							
22	3						
23	4						
24	4						
25	1	2					
26		2					
27							
28					1		
29	4 2						
30	3						
31							
TOTALS =	28 +	4 + 15 +	13 + 20 +	7 +	12 +	3 +	6 =

EWO 12 — EWO 11 — EWO 12 — EWO 14 — EWO 9 — EWO 8 — EWO 10 — PA. No. 5 — Planned 6 days

TOTAL MAN-DAYS OF INVOLVEMENT = 108 M.D.
(DOES NOT INCLUDE SUPERVISION)

Job 707 — W. Fremont Int. Time Ext. Data Ohio Contract No. 7623

Prepared: JRG 9-15-73
Approved By: — 4 of 4

Day of Month		Man Days Involved - Not Counting Supervision					
		Nov. 1971	June 1972	July 1972			
1–5							
6–10							
11–15							
16							
17							
18			3				
19			4	1			
20			5	4			
21			5	4			
22			5	4			
23		FWO 3		EWO 3	7		
24							
25						2	
26				4			
27				2			
28				2	EWO 7		
29			2				
30							
31						2	
TOTALS =		23 +	28 +		4 =	55 M. Days	
FROM # OF — =						108 M. Days	
TOTAL =						163 M. Days of Involvement.	
						Does not include supervision.	

(3)

JOB 707. TIME EXTENSION DATA — OSHO CONTRACT No. 7623 — SHEET 1 OF 1.

MONTH 1971	NATURAL SURF. DAYS PRIOR TO 11/6/72.
NOV.	6
1972	
JUNE	8
JULY	2
AUG.	11
SEPT.	11
OCT.	7
NOV. (1-5)	2
TOTAL =	46 DAYS +25% FOR SUCCONT. COORD. = 58 DAYS
	LESS SUPERVISORY ALLOWED IN TIME EXT. #2 = 15 DAYS
	THIS IS AMOUNT WHICH SHOULD BE GRANTED BY OSHO & APPLICABLE TO 10/4/72 TO 11/6/72 PERIOD. = 43 DAYS.

SEE SHEET 2 OF 8 OF 3/14/73: (CHECK FOR DUPLICATED TIMES).

ITEM No. 1	=	11/6/72 TO 1/30/73 (INCL.)	= 86 DA.
ITEM No. 2	=	NONE IN ABOYANCE	= -0-
ITEM No. 3	=	12/4/72 TO 3/15/73	= 74 DA.
ITEM No. 4	=	PRIOR TO 11/6/72	= 46 DA.
		AFTER 11/6/72	= 12 DA.
ITEM No. 5	=	AFTER 3/15/73	= 2 DA.

BY TAKING ITEM #4 ABOVE & GOING BACK IN TIME TO 10/4/72 FROM 11/6/72 & ITEM No. 1 & GOING FORWARD FROM 11/6/72 TO 1/30/73, INCL., NO OTHER EXT. SHOULD BE NECESSARY.

DONALD M. DRAKE COMPANY

MAR 1 1973

FGD	MGD	DBK	REG	JHC	ML	DB	WET	WEB	APS		FILE

(4)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1973

Drake-Willamette, Joint Venturers
2085 N. W. Thurman Street
Portland, OR 97209

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 154 days to complete work on Contract 7623, West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

Careful consideration has been given to the reasons you submitted. In light of available facts and the provisions of the contract, the Oregon State Highway Division has granted you a 44-day extension of time without assessment of liquidated damages. This establishes a new specified completion date of October 4, 1972.

This time extension is based on delays occurring prior to October 19, 1972. The Oregon State Highway Division is aware that there may be other events that have occurred since the date of your request that may warrant a further extension of time.

If there are pertinent facts regarding your October 19 request which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

RECEIVED
DRAKE-WILLAMETTE, "
MAR 1 1973
1201 N. LORING
PORTLAND, OREGON 97227

OREGON STATE HIGHWAY DIVISION

METROPOLITAN REGION

PORTLAND, Oregon 97213
NOVEMBER 6, 1972

Drake - Willamette JV
2085 NW Thurman
Portland, Oregon 97209

re: West Fremont Interchange Unit II
Contract No. 7623

Gentlemen:

The current wet weather has made the subgrade on the "NG" and "GN" ramps unsuitable for paving. You should make an effort to drain the roadway of any free standing water so paving can start after a minumum drying time.

Please do not schedule this work until notified by this office that the subgrade is in acceptable condition.

Sincerely,

JOHN D. HOWARD
Resident Bridge Engineer

cc: Mr. Walter J. Hart
Mr. Edward L. Hardt
file
JDH:dfh

RECEIVED
NOV 9 1972

7623

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 2, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon I-405-8(28)303
West Fremont Interchange, Unit 2
Stadium Freeway
Contract #7623
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's July 16, 1973 memorandum requested our concurrence in an adjustment of 179 days to the contract time on this project. We have reviewed the request and concur in the revised completion date of April 1, 1973.

for G. L. Green

RECEIVED
AUG 9 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 8 '73
REFER TO
Coulter
FOR
Info | Ver | RND | D/R | Stan | Mat | File

8-9-73
cys Kearey
Bothmer
Gallagher

NOTED
H.S. COULTER

7623

STATE COPY

MONTHLY TRANSACTION NUMBER 7-36	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
MODIFICATION NUMBER 1	(PPM 21-7) 7-20-73	PROJECT NUMBER I-405-8(28)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 2, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,589,528	$ 3,622,205
Federal Funds	$ 3,311,698	$ 3,341,846
Other revisions		

This modification is made for the following reasons:

to include approved items that we previously retained in Program Status

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 11, 1973

TO G. L. Green, Division Engineer
~~R. Sumpter, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-405-8(28)303
West Fremont Intchge. (Unit 2) Sec.

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a highway official.

Attach.
DRH:pr

Oregon State Highway Division

Federal-Aid Project
No. I-405-8(28)303

WEST FREMONT INTERCHANGE (UNIT 2) SECTION

STADIUM FREEWAY AND COLUMBIA RIVER HIGHWAYS

MULTNOMAH COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 374+00)

Subtotal on previous estimate of Aug. 31, 1971		$ 3,263,208.00
Additional Items		
SFO # 1 City of Portland Bureau of Water		23,706.48
SFO # 4 Permanent Pavement Striping		6,000.00
	Subtotal	$ 3,292,914.48
	10% Engineering	329,290.52
	Total	$ 3,622,205.00

Length of Project - - - 0.00 miles

Federal Funds -	$ 3,341,846.00
State Funds -	280,359.00
Total	$ 3,622,205.00

Group 1 - 99% Group 9 - 1%

Contract No. 7623

Prefix: 626-1043

WEST FREMONT INTERCHANGE (UNIT 2)

COLUMBIA RIVER HIGHWAY

PROJECT NO. I-405-8(28)303

NONPARTICIPATING - STATE WORK

Temporary Protection and Direction of Traffic	All Required (20%)		$ 2,871.00
Clearing and Grubbing	All Required (20%)		2,200.00
Removal of Structures and Obstructions	All Required (20%)		2,400.00
Trench Excavation	80 cu.yds.	3.60	288.00
Class "B" Asphalt Concrete Mixture	700 tons	8.50	5,950.00
Class "C" Asphalt Concrete Mixture	150 tons	9.50	1,425.00
Asphalt Cement in Mixture	55 tons	35.00	1,925.00
8-inch Sewer Pipe	10 lin.ft.	3.00	30.00
12-inch Sewer Pipe	150 lin.ft.	5.50	825.00
Concrete Inlets, Type "G-1"	4 only	150.00	600.00
Concrete Curbs	20 cu.yds.	62.00	1,240.00
Extra for Asphalt Walks	200 sq.yds.	2.75	550.00
Adjusting Inlets	1 only	175.00	175.00
			$ 20,479.00

WEST FREMONT INTERCHANGE (UNIT 2) SECTION

Project No. I-405-8(28)303

Work by City of Portland Bureau of Water

Labor (51%)	$ 10,513.30
Material and Paving (42%)	8,658.02
Equipment (7%)	1,443.00
	$ 20,614.32
15% Engineering and Overhead	3,092.15
	$ 23,706.48

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY-TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-12		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3	9-2-71	Multnomah
		PROJECT NO.
		I-405-8(28)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-505 West Fremont Interchange (Portland)
West Fremont Interchange (Unit 2) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,589,528.00	$ 3,311,698.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P K Hatton

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer 2 SEP 1971

Oregon State Highway Division

Federal Aid
Project No. I-405-8(28)303

WEST FREMONT INTERCHANGE (UNIT 2) SECTION

STADIUM FREEWAY & COLUMBIA RIVER HIGHWAYS

MULTNOMAH COUNTY

Salem, Oregon, August 31, 1971

Project agreement estimate.

Type Code 6201
Roadway (Sta. 374+00)

Mobilization	All Required		$ 250,000.00
Temporary Protection and Direction of Traffic	All Required(80%)		11,484.00
Clearing and Grubbing	All Required(80%)		8,800.00
Removal of Structures and Obstructions	All Required(80%)		9,600.00
Embankment in Place	40,000 cu.yd.	1.30	52,000.00
Trench Excavation	6,720 cu.yd.	3.60	24,192.00
Furnishing and Placing Topsoil	1,200 cu.yd.	3.00	3,600.00
Structure Excavation for Walls	55 cu.yd.	7.00	385.00
1" - 0 Aggregate Base	2,540 ton	5.00	12,700.00
Class "B" Asphalt Concrete Mixture	6,300 ton	8.50	53,550.00
Class "C" Asphalt Concrete Mixture	1,430 ton	9.50	13,585.00
Asphalt Cement in Mixture	505 ton	35.00	17,675.00
Reinforced Concrete Bridge End Panels	330 sq.yd.	19.00	6,270.00
Class "A" Concrete in Walls	34 cu.yd.	101.00	3,434.00
Reinforcement in Walls	2,380 lb.	0.15	357.00
Concrete Shoulder Barrier	34 cu.yd.	114.00	3,876.00
Concrete Median Barrier	800 lin.ft.	15.00	12,00.00
8-inch Sewer Pipe	1,360 lin.ft.	3.00	4,080.00
12-inch Sewer Pipe	1,650 lin.ft.	5.50	9,075.00
30-inch Sewer Pipe	1,030 lin.ft.	22.00	22,660.00
Extra for Pipe Under Pavement	30 lin.ft.	4.50	135.00
Concrete Manholes, 15 Feet or Less Deep	7 only	600.00	4,200.00
Concrete Manholes, Over 15 Feet Deep	4 only	1,200.00	4,800.00
Concrete Slope Protectors	1 only	250.00	250.00

Connections			.00
-inch Concrete			.00
inch Concrete			.00
crete Curb			.00
Concrete Isl			40.00
Extra for Asp			25.00
Extra for Asphalt			125.00
Adjusting Manholes			220.00
Reconstructing Con			700.00
Manholes			175.00
Adjusting Inlets			
			571,533.00

Type Code X971
Structure #9268A (Sta. "W" 38 .)

Shoring, Cribbing, Etc.			$ 186,000.00
Structure Excavation			10,150.00
Structure Excavation Below Elevation Shown	260 c.y.		1,300.00
Special Wall Backfill	130 c.y.		559.00
Furnish HP 10x42 Steel Piling	2,681 lin. ft.	.00	10,724.00
Furnish HP 12x53 Steel Piling	1,7		8,990.00
Furnish HP 14x73 Steel Piling	2,2	.00	14,625.00
Furnish HP 14x117 Steel Piling	17,2	.00	207,300.00
Drive HP 10x42 Steel Piles		.00	5,617.00
Drive HP 12x53 Steel Piles		.00	10,275.00
Drive HP 14x73 Steel Piles	3	7.00	4,110.00
Drive HP 14x117 Steel Piles	205 only	37.00	38,335.00
Splice HP 10x42 Steel Piles	41 only	37.00	1,517.00
Splice HP 12x53 Steel Piles	75 only	37.00	2,775.00
Splice HP 14x73 Steel Piles	30 only	37.00	1,110.00
Splice HP 14x117 Steel Piles	205 only	59.00	12,095.00
Class "A" Concrete (11,270 c.y.)	All Required		1,385,000.00
Expansion Joint, Type 2	44 lin.ft.	216.00	9,504.00
Expansion Joint, Type 3	390 lin.ft.	245.00	95,550.00
Reinforcement (3,885,300 lb.)	All Required		445,103.00
Structural Steel (126,200 lb.)	All Required		62,376.00
Metal Parapet Railing, Single Pipe	2,885 lin.ft.	6.40	18,464.00
Preparation of Slopes	540 sq.yd.	1.50	810.00

Concrete Inlets, Type "B"	16 only	150.00	2,400.00
Concrete Inlets, Type "CG-1"	2 only	170.00	340.00
Concrete Inlets, Type "G-2MA"	1 only	280.00	280.00
Concrete Inlets, Type "P"	10 only	130.00	1,300.00
Concrete Inlets, Type "G-1"	16 only	150.00	2,400.00
Guard Rail, Type "2A"	900 lin.ft.	7.30	6,570.00
Guard Rail Anchors	4 only	245.00	980.00
Extra for Guard Rail Bridge Connections	4 only	170.00	680.00
4-inch Concrete Surfacing	1,300 sq.yd.	5.50	7,150.00
6-inch Concrete Surfacing	80 sq.yd.	7.00	560.00
Concrete Curbs	190 cu.yd.	62.00	11,780.00
Concrete Islands	30 cu.yd.	68.00	2,040.00
Extra for Asphalt Walks	1,500 sq.yd.	2.75	4,125.00
Extra for Asphalt Curbs	900 lin.ft.	1.25	1,125.00
Adjusting Manholes	2 only	110.00	220.00
Reconstructing Concrete Manholes	2 only	350.00	700.00
Adjusting Inlets	1 only	175.00	175.00
			$ 571,533.00

Type Code X971
Structure #9268A (Sta. "WE" 381+32.74 to "W.E." 388+57) (Length 724.26 Ft.)

			$ 186,000.00
Shoring, Cribbing, Etc.	All Required		10,150.00
Structure Excavation	2,900 cu.yd.	3.50	
Structure Excavation Below Elevation Shown	260 cu.yd.	5.00	1,300.00
Special Wall Backfill	130 cu.yd.	4.30	559.00
Furnish HP 10x42 Steel Piling	2,681 lin.ft.	4.00	10,724.00
Furnish HP 12x53 Steel Piling	1,798 lin.ft.	5.00	8,990.00
Furnish HP 14x73 Steel Piling	2,250 lin.ft.	6.50	14,625.00
Furnish HP 14x117 Steel Piling	17,275 lin.ft.	12.00	207,300.00
Drive HP 10x42 Steel Piles	41 only	137.00	5,617.00
Drive HP 12x53 Steel Piles	75 only	137.00	10,275.00
Drive HP 14x73 Steel Piles	30 only	137.00	4,110.00
Drive HP 14x117 Steel Piles	205 only	187.00	38,335.00
Splice HP 10x42 Steel Piles	41 only	37.00	1,517.00
Splice HP 12x53 Steel Piles	75 only	37.00	2,775.00
Splice HP 14x73 Steel Piles	30 only	37.00	1,110.00
Splice HP 14x117 Steel Piles	205 only	59.00	12,095.00
Class "A" Concrete (11,270 c.y.)	All Required		1,385,000.00
Expansion Joint, Type 2	44 lin.ft.	216.00	9,504.00
Expansion Joint, Type 3	390 lin.ft.	245.00	95,550.00
Reinforcement (3,885,300 lb.)	All Required		445,103.00
Structural Steel (126,200 lb.)	All Required		62,376.00
Metal Parapet Railing, Single Pipe	2,885 lin.ft.	6.40	18,464.00
Preparation of Slopes	540 sq.yd.	1.50	810.00

Concrete Slope Paving	540 sq.yd.	9.60	5,184.00
Berm Paving	180 sq.yd.	5.00	900.00
Deck Seal	8,500 sq.yd.	1.00	8,500.00
Impact Attenuator	All Required		8,500.00
8-inch PVC Pipe	1,000 lin.ft.	8.20	8,200.00
			$2,563,573.00

Type Code Y002
Signing (Sta. 374+00)

Removal of Existing Sign Installations	All Required		$ 1,200.00
Painted Wood Sign Posts	All Required		100.00
Sign Support Footings	All Required		10,200.00
Breakaway Sign Posts	All Required		1,200.00
Sign Support on Bridge Deck, Sta. "WS" 383+71	All Required		2,300.00
Sign Supports on Bridge Railing	All Required		700.00
Sign Bridge, Sta. "EW" 383+50	All Required		12,120.00
Sign Bridge, Sta. "SW" 388+75	All Required		8,000.00
Sign Bridge, Sta. "WE" 388+70	All Required		8,900.00
Sign Bridge, Sta. Thurman 105+55	All Required		14,268.00
Neon "Slow" Signs in Place	3 only	1,875.00	5,625.00
Type "A" Signs in Place	1,071 sq.ft.	6.00	6,426.00
Type "C", "D" & "R" Signs in Place	200 sq.ft.	6.00	1,200.00
Type "E", "F", "G" & "M" Signs in Place	106 sq.ft.	6.00	636.00
Yellow Flashers in Place	2 only	121.00	242.00
Sign Illumination Equipment	All Required		4,790.00
			$ 77,907.00

Type Code Y030
Illumination (Sta. 374+00)

Roadway Illumination Installation, Complete	All Required		$ 8,390.00
Structure Deck Illumination Installation	All Required		12,700.00
Structure Illumination Provisions	All Required		10,485.00
			$ 31,575.00

Type Code Y031
Traffic Signal (Sta. 374+00)

Traffic Signal Installation, Complete	All Required		$ 5,420.00

		$ 5,420.00
		$3,250,008.00
Flagging (60% of Contractor's Cost)	All Required	$ 5,000.00
Temporary Erosion Control	All Required	5,000.00
On Job Trainees (4 @ $800.00)	All Required	3,200.00
		$ 13,200.00
	Subtotal	$3,263,208.00
	10% Engr. & Cont.	326,320.00
	Total	$3,589,528.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status

City of Portland (Water)	All Required	$ 10,000.00
Permanent Pavement Striping (Buttons)	All Required	6,000.00
Pipe Bedding Materials	All Required	200.00
Install State-Furnished Signs	All Required	200.00
Site Grading & Cleanup	All Required	2,500.00
	Subtotal	$ 18,900.00
	10% Engr. & Cont.	1,890.00
	Total	$ 20,790.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Construction	$3,589,528.00	$3,311,698.00	$277,830.00
Retained in Program	20,790.00	19,180.00	1,610.00
Total	$3,610,318.00	$3,330,878.00	$279,440.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 99%; Group 9 - 1%
Contract No. 7623
Prefix 626-1043

WEST FREMONT INTERCHANGE (UNIT 2)

COLUMBIA RIVER HIGHWAY

PROJECT NO. I-405-8(28)303

NONPARTICIPATING - STATE WORK

Temporary Protection and Direction of Traffic	All Required(20%)		$	2,871.00
Clearing and Grubbing	All Required(20%)			2,200.00
Removal of Structures and Obstructions	All Required(20%)			2,400.00
Trench Excavation	80 cu.yd.	3.60		288.00
Class "B" Asphalt Concrete Mixture	700 ton	8.50		5,950.00
Class "C" Asphalt Concrete Mixture	150 ton	9.50		1,425.00
Asphalt Cement in Mixture	55 ton	35.00		1,925.00
8-inch Sewer Pipe	10 lin.ft.	3.00		30.00
12-inch Sewer Pipe	150 lin.ft.	5.50		825.00
Concrete Inlets, Type "G-1"	4 only	150.00		600.00
Concrete Curbs	20 cu.yd.	62.00		1,240.00
Extra for Asphalt Walks	200 sq.yd.	2.75		550.00
Adjusting Inlets	1 only	175.00		175.00
			$	20,479.00

7623

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

July 16, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
West Fremont Interchange, Unit 2
Oregon Project I-405-8(28)303
Contract 7623

The subject project was awarded August 26, 1971, with a specified completion date of July 15, 1972. This date was extended by two previous time extension requests with October 4, 1972 being the current specified completion date. The contract was completed May 5, 1973.

The contractor, Drake-Willamette, has requested a 223-day time extension without assessment of liquidated damages. Reasons given are delays caused by extra work items (137 days) and an order to suspend work on asphaltic concrete paving (86 days).

The contractor was issued a stop work order on January 30, 1973, as only landscaping work remained which could not be performed until the ground had dried. This order for suspension of work continued in effect through May 3, 1973. The contractor has not been assessed liquidated damages for this 94-day period; therefore, 119 days' liquidated damages remain at $300 per day for $35,700.

The contractor has protested our method of prorating time for extra work on noncritical items which to some extent diverted key personnel from contract work. On the second extension the contractor was allowed 25 percent of the time spent performing work on these noncritical items to account for interference on

regular contract work. We feel that the 25 percent is reasonable since the contractor was able to continue work on contract items during those periods. However, three items of extra work which required key personnel were not considered on the previous request.

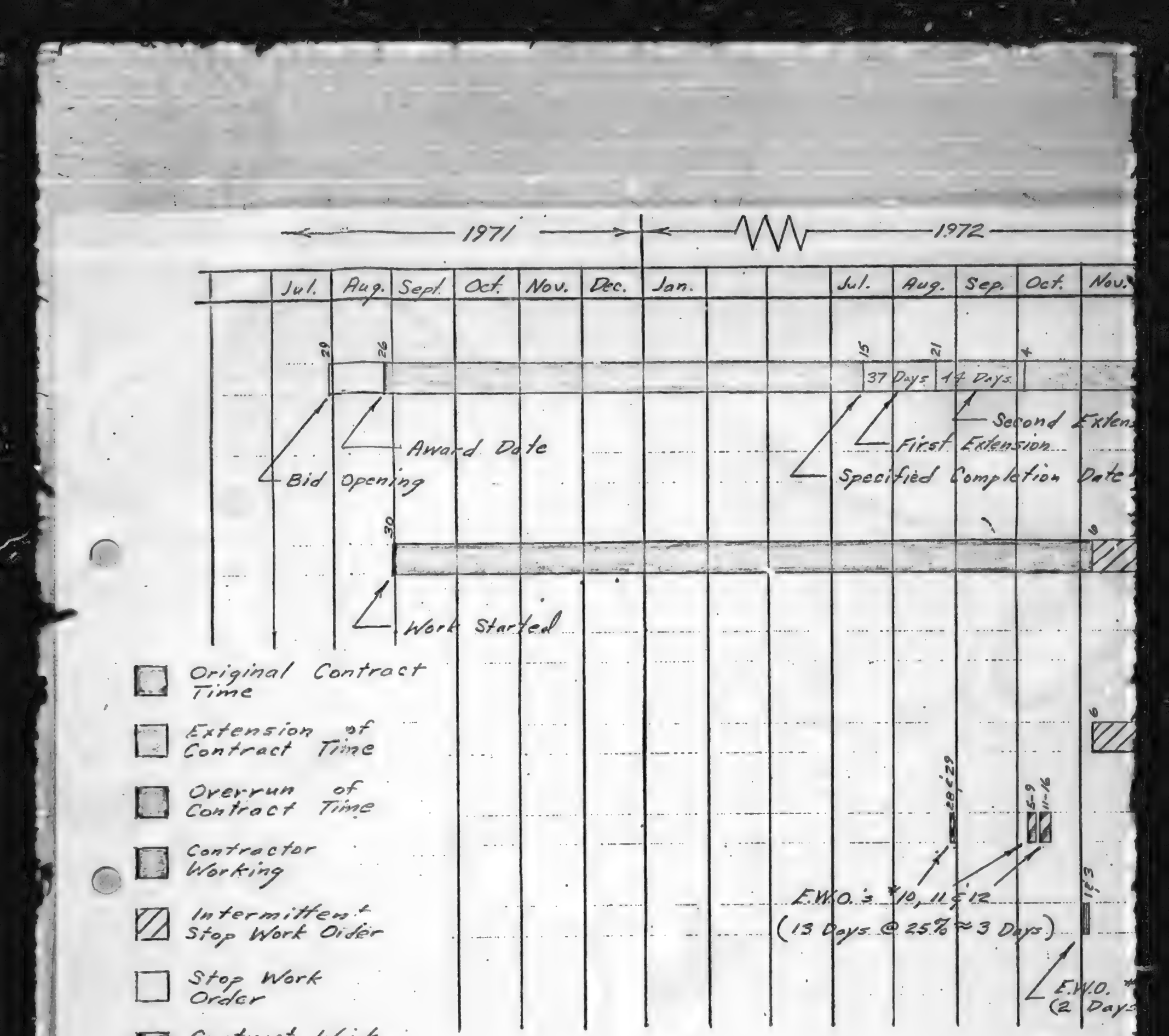
This later work consisted of a revision to the "S" abutment (Extra Work Order No. 10), patching rough median areas (Extra Work Order No. 11), and installing Type 2 barricade (Extra Work Order No. 12). The contract work was directly affected by two of the days spent installing the Type 2 barrier. The remaining 13 elapsed days for these extra work items did not directly delay the project, and we recommend extension for 25 percent of this time, or approximately three days. The total recommended extension based on these items is five days (see attached chart).

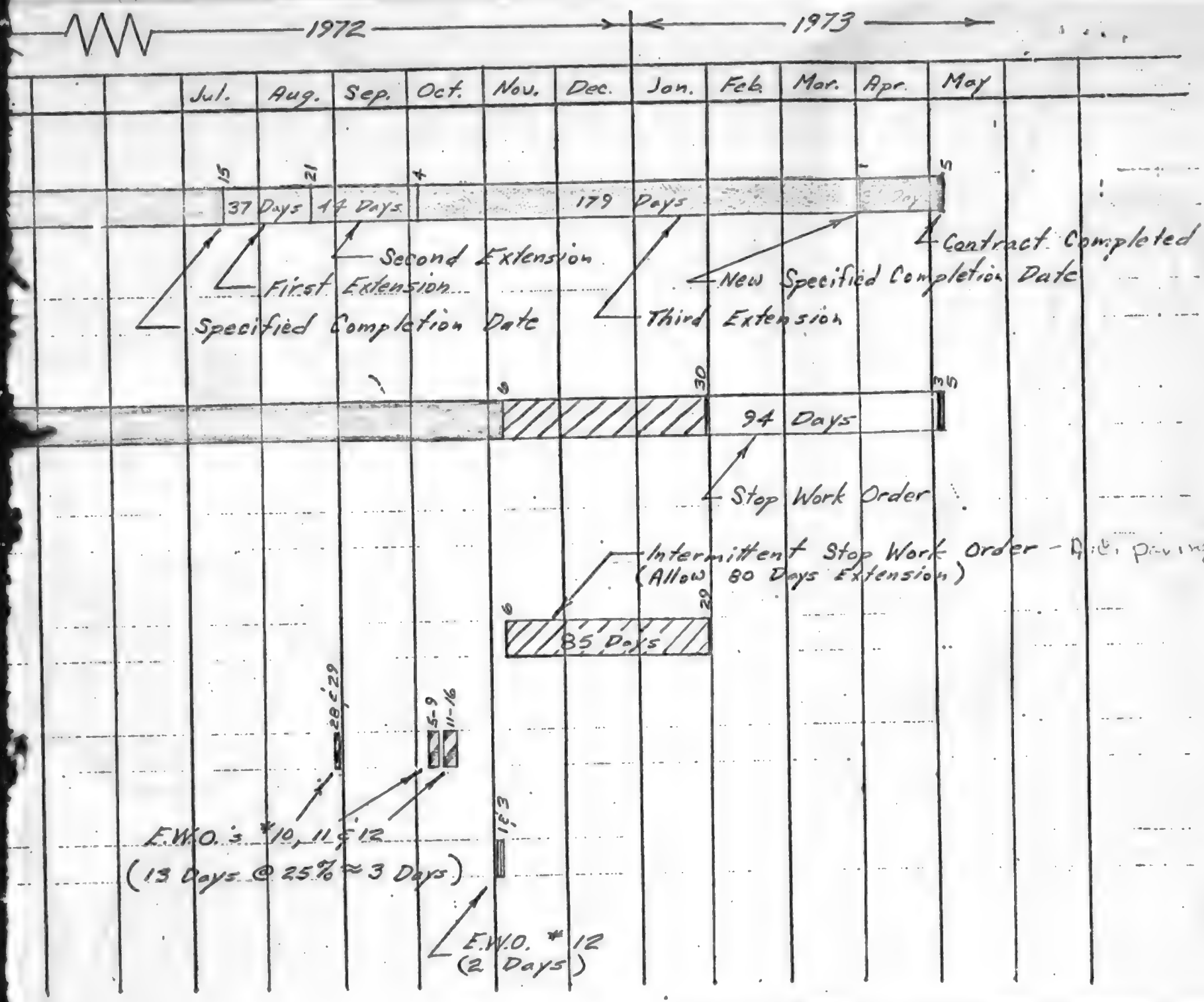
On November 6, 1972, the contractor was ordered to suspend asphalt concrete paving operations as the subgrade was in unacceptable condition due to the wet weather. Part of the project was open to traffic. The remaining paving was critical for opening the Glisan ramps and Thurman Street. The remaining grading and paving work was controlling the progress of the project. By taking advantage of occasional good weather and performing the work on an intermittent basis, this work was completed by January 29, 1973. As the paving could have been performed in approximately five days under better working conditions, the contractor should be granted an 80-day extension for this 85-day period covered by the partial stop work order. This should be kept in perspective by noting that 81 days' winter work delay from earlier causes have already been recognized by extensions.

Our recommendation would revise the completion date to April 1, 1973, an adjustment of 179 days: 94 days "stop work" plus 85 days' extension. This would leave 34 days which would be assessed at $300 per day for a total of $10,200. There are no claims from the contractor on this project. Statements made herein are solely for consideration of adjustment of contract time in accordance with Section 108.09 of the contract specifications. Your concurrence is requested.

Att.

JAB:fw ia


1971
1972
Jul.
Aug.
Sept.
Oct.
Nov.
Dec.
Jan.
Jul.
Aug.
Sep.
Oct.
Nov.
29
26
30
15
21
4
37 Days
14 Days
Bid Opening
Award Date
Work Started
First Extension
Specified Completion Date
Original Contract Time
Extension of Contract Time
Overrun of Contract Time
Contractor Working
Intermittent Stop Work Order
Stop Work Order
Contract Work Slowed by Delays
Delays To Contract Time
28 & 29
5-9
11-16
11-5
E.W.O. # 10, 11 & 12
(13 Days @ 25% ≈ 3 Days)
E.W.O. #
(2 Days



West Fremont Interchang
Unit 2
Contract 7623

7623

HOWARD NEEDLES TAMMEN & BERGENDOFF

June 19, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Consultant Agreement
Fremont Approaches and
West Fremont Extension
Contract Nos. 7310, 7311,
7312, 7276 and 7623

Dear Mr. Hunter:

Enclosed are tracings for Sheets 1 through 50, Bridge 9268-B as requested in your letter of May 31, 1973.

Our accounting department is submitting the final billing for engineering services to close out the contract, as you suggested.

Yours very truly,

HOWARD, NEEDLES TAMMEN & BERGENDOFF

Paul L. Heineman

Paul L. Heineman

PLH/mj

Enclosures

NOTED
E. S. HUNTER 6-28-73
CC Want w transmip
Sloog
Young

Planning Engineering Architectural Services

1805 Grand Avenue, Kansas City, Missouri 64108, 816 474-4900

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins
Associates Rex M. Whitton, Daniel J. Appel, Daniel J. Spigai, William C. Meredith, Orrin Riley, Francis X. Hall, Robert W. Richards
Offices Alexandria, Va., Atlanta, Baton Rouge, Boston, Buffalo, Charleston, W. Va., Chicago, Cleveland, Dallas, Fairfield, N. J., Kansas City, Miami, Milwaukee, Minneapolis, Newark, Del., New York, Orlando, Overland Park, Kan., Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

7623

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 13, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project No. I-405-8(28)303

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7623, Work Completed May 5, 1973

Project West Fremont Interhchange (Unit 2)

Highway Stadium Freeway & Columbia River

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your fical acceptance of the contract work.

Acceptance Date May 16, 1973

Conditions not acceptable: Final inspection was made on the date shown. No significant conditions were noted that would prevent acceptance of the physical contract work.

6-25-73 cy Coulter

for G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
JUN 22 '73
REFER TO Coulter
FOR
Sec | Asst | Off | Dir | Stds | Act | File
cy all

VG:jg

cc: F. B. Klaboe
L. H. Young
V. Gallagher, File

NOTED
H.S.COULTER
orig.
6-22-73

6-1-73

7623

Mr. Richard A. Franzke
Davies, Biggs, Strayer, Stoel and Boley
900 S. W. Fifth Avenue
Portland, OR 97204

Dear Mr. Franzke:

Reference is made to your May 18 letter concerning primer problems on the East and West Fremont Interchange projects.

We have received claims from Andersen-Hannan (Contract 7214) but have not received claims from Drake-Willamette (Contract 7623). Until we have received both claims and have had time to examine them, we will not be in a position to give you an answer.

Sincerely,

George H. Baldwin
Administrator of Highways

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter (enc.)
Walt Hart "
R. N. Bothman "
Walter Barrie "

AEJ:ja f.

Klabue - RD
for GMB

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

LAW OFFICES

TWENTY-THIRD FLOOR 900 S W FIFTH AVENUE

PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380

CABLE ADDRESS: HARTPORT

CHARLES A. HART
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
ROBERT H. HUNTINGTON
DAVID O. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. BULLARD
ROBERT L. RIDGLEY
RICHARD A. FRANZKE
EDWARD L. EPSTEIN
BRIAN G. BOOTH
WILLIAM M. McALLISTER
BARNES H. ELLIS
HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY

JOHN E. HUISMAN
BERTRAND J. CLOSE
VELMA JEREMIAH

KENNETH D. STEPHENS
DAVID P. MILLER
TERRENCE R. PANCOAST
HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
WALTER C. MINNICK
JERE M. WEBB
RONALD S. GROSSMANN
RICHARD E. ROY
JEFFREY MICHAEL ALDEN
MILTON R. STEWART
CHARLES F. HINKLE
K. PATRICK NEILL
ROBERT S. QUINNEY
JOY D. ABELE
DONALD J. BOYD
WILLIAM G. MIGELY
GREGORY J. HOWE
JOHN M. SCHWEITZER
WILLIAM F. MARTSON, JR.
MICHAEL M. MORGAN
RICHARD M. BOTTERI

May 18, 1973

RECEIVED
STATE HWY ENGR
MAY 21 73
REFER TO
FOR
Init. | Resp | R/W | D/R | Plan | Act | File

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Re: East and West Fremont Interchange
Project (Primer Problems)

This will acknowledge your letter of May 11, 1973 in which you advised OSHD could not formally give us its decision with respect to the paint problem until it has received the claims of the prime contractors. During our telephone conversation on the 11th, I understood you to say that Andersen-Hannan was scheduled to present its claims to the Department that day. Did they make such a presentation, and if not, have you set a date for a meeting with them? If they did present their claims on the 11th, can you advise where the matter stands at this time.

Very truly yours,

Richard A. Franzke

RAF:mm

NOTED
A. E. JOHNSON

RECEIVED
MAY 2 1 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

AEJ
RD

7623

May 31, 1973

Mr. Paul Heineman
Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Dear Mr. Heineman:

Consultant Agreement
Fremont Approaches and
West Fremont Extension
Contract Nos. 7310, 7311, 7312,
7276 and 7623

The engineering services you have provided in connection with the design of the East and West Fremont Interchange structures are essentially complete. The only remaining design work is minor corrections to the design drawings for the future West Fremont extension to I-505. This I-505 construction appears to be somewhat in the future.

If you will furnish the tracings for this future extension, any minor corrections can be done in this office at a later date.

Please submit your final billing for engineering services in order that we may take steps to close out the contract.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh jf

bc: F. B. Klaboe
A. E. Johnson
Walt Hart

7623

STATE COPY

cc: OSHD (A E Johnsen)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

CONSTRUCTION INSPECTION REPORT

(FPM 20-6.1)

5-16-73

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-16-73	C. T. Christiansen, Area Engineer	I-405-8(28)303

IN COMPANY WITH
Dave Hirte, Project Office Engineer

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	149 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

WEST FREMONT INTERCHANGE-UNIT 2
STADIUM FREEWAY
Grading, Paving, Structures, Signing, and Illumination

A general field review indicated that this project has been completed in accordance with contract plans and with good workmanship. A review of project records confirmed substantial compliance with contract specifications. The final contract cost will be approximately $3,500,000 representing a slight overrun.

Two requests for additional time have been approved in the amount of 81 days establishing a new specified completion date of October 4, 1972. It is anticipated that the contractor will submit an additional request for an extension of time.

The signal installation at 19th and Thurman was observed. This installation was performed by the City of Portland. Two of the pedestrian signals were not visible due to placement behind a power pole in one instance and head misalignment in another. It is recommended that this be corrected as soon as possible.

COPY SENT

MAY 18 1973

REGIONAL OFFICE

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5-21-73
Copy to Gowing

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7.6.23. #####FINAL WEEKLY REPORT#####

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: WEST FREMONT INTERCHANGE UNIT II	WEEK ENDING: MAY 12, 1973
		SECTION PREFIX: 626-1043
	HIGHWAY: STADIUM FREEWAY	COUNTY: MULTNOMAH
NAME OF JOB: WEST FREMONT INTERCHANGE UNIT II	KIND OF WORK: GRADING, PAVING, STRUCTURE, ILLUM., SIGNING, TRAFFIC SIG.	
CONTRACTOR: DRAKE - WILLAMETTE JV	CONTRACT NUMBER: 7623	FEDERAL AID PROJECT NUMBER: I-405-8(28)303
DATE OF CONTRACT: AUGUST 26, 1971	DATE WORK STARTED: AUGUST 30, 1971	ESTIMATED COMPLETION DATE: MAY 31, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: ----------	WORK DAYS USED: ----------
	SPECIFIED CALENDAR DAYS: n/a (360)	CALENDAR DAYS USED: n/a (537)
	SPECIFIED COMPLETION DATE: JULY 15, 1972	PERCENT OF TIME ELAPSED: 149%
PROJECT AUTHORIZATION: $3,715,410.38	ENGINEERING AUTHORIZATION: $264,206.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $3,451,203.42	ENGINEERING COST TO DATE: $200,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,325,168.61		DATE PROJECT WAS COMPLETED: MAY 5, 1973
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.6 %	PERCENT OF AUTHORIZATION: 76%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	- - - - - -	- - - - - -	- - - - - -	- - - - - -	- - - - - -	- - - - - -	- - - - - -

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	40,000	2,540	-	8,580	1,710
TOTAL QUANTITIES CORRECTED TO DATE	37,000	4,052	-	5,855	,917
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37,000	4,052	-	5,855	917
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: One seeding and mulching truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9268A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Cloudy, showers			
MONDAY 7	Cloudy, showers			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Keasey, Bond, Jackmond, Hardt, Johnsen, Walker, Pease, Glenn, Berg

RECEIVED
MAY 9 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No activity
MONDAY 7	SEeding and mulching activity for Price Agreement This is the end of activity for this project
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Saturday, May 5: Contractor finished placing topsoil

REMARKS

This final weekly report

RECEIVED
MAY 11 1973
BRIDGE DIVISION

SIGNED John D. Howard LOCATION Portland, Oregon
JOHN D. HOWARD, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

5

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 11, 1973

Federal-aid Project
No. I-405-8(28)303

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7623 State Force No. 11

Project West Fremont Interchange (Unit 2)

Highway Stadium Freeway & Columbia River

County Multnomah

The order documents a credit to the project for salvaged flashing neon "SLOW" signs that were removed when removal of the temporary Johnson St. off ramp was completed. The signs were originally installed as a portion of the work on the N.W. Johnson - S.W. Montgomery project.

The Federal Highway Administration Area Engineer concurred in the salvage value.

Your approval is requested.

Attach.

JK:dgk

5

4782 (4782)

FILED
MAR 28 1973
CLAY MYERS
SECRETARY OF STATE

NOTED
3-30-73KS

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 27, 1973

Blumenfeld, Kalishman, Marx & Tureen
130 South Bemiston Avenue
Clayton, Missouri 63105

Gentlemen:

This is to acknowledge your letter of March 19, 1973, which included two claim letters of your client, Carboline Company.

The first claim is for $23,972.55 against Klaas Bros. Corporation for materials supplied for the Fremont Interchange. This claim appears to be against Contract Nos. 7214 and 7623.

Contract No. 7214 awarded to Andersen-Hannan is for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County. The General Insurance Company of America, 1500 S. W. First, Portland, Oregon 97201 furnished the performance bond on this contract.

Contract No. 7623 awarded to Drake-Willamette is for work on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County. The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06108, and The General Insurance Company of America (address above) furnished the performance bond on this contract.

The second claim for $18,164 against C. H. Savage Company is for materials used on the Yaquina Bay Bridge and the Coos Bay Bridge. This claim appears to be against Contract Nos. 7614 and 7620.

Contract No. 7620 was awarded to A-1 Sandblasting & Steamcleaning Company, Inc., for maintenance painting on the Newport (Yaquina Bay) Bridge Section of the Oregon Coast Highway in Lincoln County. The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract.

Contract No. 7614 was awarded to C. H. Savage Company for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County. The St. Paul Fire and Marine Insurance Company, 1500 N. E. Irving Street, Portland, Oregon 97232 furnished the performance bond on this contract.

NOTED
C. W. HEAD

We will advise the sureties of the receipt of your claim letters and will also forward the claim letters to the Secretary of State for filing.

As the invoices referred to in the claim letters did not accompany your letters, we are unable to designate appropriate Contract No. or surety distribution for the above specified claims. We will appreciate receiving information from you that will enable us to specify the claim amount against the correct contracts.

When your client's claims have been satisfied, please advise this office.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Drake-Willamette
Andersen-Hannan
C. H. Savage Company
A-1 Sandblasting & Steamcleaning Co., Inc.
General Insurance Co. of America
The Travelers Indemnity Company
United Pacific Insurance Company
St. Paul Fire and Marine Insurance Co.

bc Hon. Clay Myers - Please acknowledge receipt of attached claims on the enclosed copy of this letter. ✓

AREA CODE 314
644-1000

carboline®

CABLE-CARBOCO-ST.LOUIS
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Head:

Notice is hereby given that the undersigned, Carboline Company, a Missouri corporation, has a claim for $18,164.00 owed by C. H. Salvage Company, 4126 S.E. Milwaukee Avenue, Portland, Oregon pursuant to materials shipped to said company (which said materials are described on invoices attached) to apply on the Yaquina Bay Bridge and the Coos Bay Bridge wherein A-1 Sandblasting and Steam Cleaning Company, Inc. was the general contractor and United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington and St. Paul Fire & Marine Insurance Company, 1500 N.E. Irving Street, Portland, Oregon were the sureties.

It is our understanding that you will acknowledge receipt of this letter and advise the appropriate parties. Carbon copies have been forwarded to the above-named sureties.

Very truly yours,

W. Rosenbaum

MAR 28 1973

AREA CODE 314
644-1000

carboline ®

CABLE-CARBOCO-ST.LOUIS
TELEX-044-7332
TWX-1-910-761-0449

CORROSION RESISTANT COATINGS
FOR MAINTENANCE • EQUIPMENT • TANK LININGS • FLOORS

328 HANLEY INDUSTRIAL COURT
ST. LOUIS, MO. 63144

Mr. Cecil Head
Secretary of State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Head:

Notice is hereby given that the undersigned, Carboline Company, a Missouri corporation, has a claim for $23,972.55 owed for materials (various coatings as described on invoices attached) delivered to Klaas Brothers Corporation and used on the east and west Fremont interchanges wherein Donald Drake and Anderson-Hannon were the general contractors and Traveler's Indemnity Company, 700 Main, Hartford, Conneticutt and General Insurance Company of America, 1500 Southwest 1st Street, Portland, Oregon were the sureties.

It is our understanding that you will acknowledge receipt of this letter and advise the appropriate parties. Carbon copies have been forwarded to the above-named sureties.

Very truly yours,

W. J. Rosenbaum

OREGON STATE
HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 27, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7623**
West Fremont Interchange, Unit II
Multnomah County

The subject project was awarded August 26, 1971, and had a specified completion date of July 15, 1972. The contract work is approximately 99 percent complete and is presently under a "stop work order", with an estimated completion date of April 30, 1973.

The contractor has requested a 154-day extension of time without assessment of liquidated damages. Reasons given in the request are delays caused by a labor dispute, additional work items, work performed by the City and inclement weather. The request merits action at this time to preclude withholding excessive liquidated damages on the contractor's estimate.

The contractor is being granted two days' extension due to delays caused by a strike by the Operating Engineers' Union, Local 701, on June 13-14, 1972. Work performed on Extra Work Order No. 3 and Price Agreement No. 10 caused delays of 15 and 12 days respectively. Other added work items did not directly delay the project but did slow the progress due to requiring supervision by key personnel. An extension of 15 days is being granted for this loss of production.

Work performed by the Portland City Water Department did not delay the project and the inclement weather is not considered a valid reason for an extension.

On the basis of the above and in accordance with authority given me by you, I have granted the contractor a 44-day extension of time without assessment of liquidated damages.

The concurrence of the Federal Highway Administration has been received. The delays cited by the contractor all occurred prior to October 19, 1972, and it is anticipated that there will be an additional request at the completion of the project for delays not covered by requests to date. Liquidated damages accrue at $300 per day.

This matter will be on the agenda for your concurrence at the March 6 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
W. J. Hart
C. T. Keasey
V. E. Skoog
V. L. Gallagher
R. N. Bothman
Gary Ross
Gary Sund

WBR:dh dpy

5

7623

February 27, 1973

Drake-Willamette, Joint Venturers
2085 N. W. Thurman Street
Portland, OR 97209

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 154 days to complete work on Contract 7623, West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

Careful consideration has been given to the reasons you submitted. In light of available facts and the provisions of the contract, the Oregon State Highway Division has granted you a 44-day extension of time without assessment of liquidated damages. This establishes a new specified completion date of October 4, 1972.

This time extension is based on delays occurring prior to October 19, 1972. The Oregon State Highway Division is aware that there may be other events that have occurred since the date of your request that may warrant a further extension of time.

If there are pertinent facts regarding your October 19 request which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
R. N. Bothman
V. L. Gallagher
V. E. Skoog

WBR:dh dpy

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 19, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 367 days to 521 days, within which to complete our Contract No. 7623, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. June 13 and 14, 1972. Lost production due to strike by the Operating Engineers — 2 days

(Cont. on page 2)

Respectfully submitted,

Drake-Willamette Joint Venturers
Contractor

By R. E. Grant, Attorney-in-fact

CONSENT OF SURETY

Date October 19, 19 72

We, The Travelers Indemnity Company and General Insurance Company of America, as co-surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

The Travelers Indemnity Company

James F. Darby, Attorney-in-fact

James F. Darby, Resident Agent

General Insurance Company of America

James F. Darby, Attorney-in-fact
(SEAL)

BRIDGE DIVISION
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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7623 Contractor Drake-Willamette J V

Highway Stadium Freeway and Columbia River

Section West Fremont Interchange Unit II

Kind of Work Grading, Paving, Structure, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or [redacted]. The reasons for such recommendation are as follows:

DENIED

[redacted]

Grant 2 days for delay caused by a labor dispute and 42 days for delays caused by additional work.

Recommended for Approval:

L. D. Richardson
Assistant Division Engineer

Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

Contract No. 7623

Project designation I-405-8(28) 303
State-Federal

Date awarded August 26, 1971

Work started August 30, 1971

Per cent completed 93.3% November 5, 1972
Date

Specified Completion Date. July 15, 1972

No. of Workdays Used

No. of Added Workdays Requested 44

CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONTRUCTION CONTRACT

2.	November 6 to November 30, 1971. Lost production due to Extra Work Order No. 3 - Construction of retaining wall on N. W. Upshur Street	25 days
3.	July 10 to July 28, 1972. Lost production due to additional work required to be performed on Extra Work Order No. 3.	19 days
4.	Extra Work Order No. 7. Removing unsuitable material on N. W. 20th and Thurman Street	5 days
5.	July 3 to July 9, 1972. Progress delayed by City Water Department construction of water mains on N. W. Thurman Street	7 days
6.	Delay caused by the State requiring the widening of the southerly corners at N. W. 21st and Thurman Streets	10 days
7.	August 9 to September 13, 1972. Loss of production on the basic contract while doing Price Agreement No. 5, improving Sherlock Street	7 days
8.	August 16 to September 26, 1972. Deck Sealing on Extra Work Order No. 8 for Contract No. 7214. This is force account work being done while we are being assessed liquidated damages due to expired time.	42 days
9.	Malfunction of specified rubber seals for expansion joints which resulted in delayed shipment.	7 days
10.	November 1, 1971 to May 1, 1972, Loss of production due to inclement weather.	30 days
	Total	154 days

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 15, 1973

In reply refer to: 10-35-DA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-405-8(28)303
West Fremont Interchange, Unit 2
Stadium Freeway

Mr. Johnson's February 2, 19[illegible] request for concurrence in an added 44-day time extension on this project has been reviewed.

I concur in your request establishing a new completion date of October 4, 1972.

RECEIVED
STATE HWY ENGR
FEB 20 73
REFER TO
Coulter
FOR
Info | Files | Sig | Dir | Sec | Att | File

cy acy

RECEIVED
FEB 21 1973
Office of Assistant State Highway Engineer

2-21-73
Hart
TAK
cy Keesey
Gallagher
Bortman

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

5

7623

February 2, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

West Fremont Interchange, Unit 2
Contract 7623
FAP No. I-405-8(28)303

The subject project was awarded August 26, 1971 and had a specified completion date of July 15, 1972. The contract work is approximately 98% complete as of January 13, is presently under a "stop work order", with an estimated completion date of April 30, 1973.

The contractor has requested a 154-day extension of time without assessment of liquidated damages. Reasons given for the request are delays caused by a labor dispute (2 days), additional work items (115 days), work performed by city (7 days) and inclement weather (30 days). The request merits action at this time to preclude withholding excessive liquidated damages on the contractor's estimate.

A strike by the Operating Engineers Union, Local No. 701, on June 13-14, 1972, caused delays to the project. Although the job was not shut down, production was slowed by this walkout. An extension of 2 days is recommended for this delay.

There was a loss of production due to Extra Work Order No. 3, construction of a retaining wall on N. W. Upshur Street, that delayed the placing of embankment. The embankment was the controlling phase at the time, and the contractor was prevented from placing it from October 8 to October 22, 1971. A 15-day extension of time is recommended for this delay.

Alterations to expansion joint seals caused by an oversight in the plans (Price Agreement No. 10) delayed placing the last joint seal from September 2 through September 13, 1972. As the structure work was the controlling phase of the project at the time, a 12-day extension is recommended.

The contractor has performed a number of additional work items that did not directly delay the project but did require supervision by key personnel. Loss of production due to diverting personnel, and possibly equipment from the structure work, to the extra work items cited by the contractor has delayed the project to some extent. A 25 percent loss of production each for extending a retaining wall, removing unsuitable material, sealing Unit 1 deck surfaces, widening at 21st Street and Thurman, and improvement of Sherlock Street is considered equitable. A chart is attached to show the extra work items considered and the dates they were performed. This work was added during the summer months when production could be expected to be high and when the allowable time was expiring.

Work performed by the Portland City Water Department did not delay the project, as the structure work was the controlling phase of the project. No extension of time is warranted.

Although the rainfall during the winter months was above normal, inclement weather is not considered a valid reason for an extension. Some delay in placing concrete was caused by freezing weather but no more than could be expected.

The total recommended extension of time for the items cited by the contractor amounts to 44 days (which would be in addition to a 37-day extension approved by you on August 1, 1972 that adjusted the specified completion date to August 21, 1972). The delays cited by the contractor in this current request all occurred prior to October 19, 1972, the date of the request. It is anticipated that there will be an additional request at the completion of the project for delays not covered by requests to date.

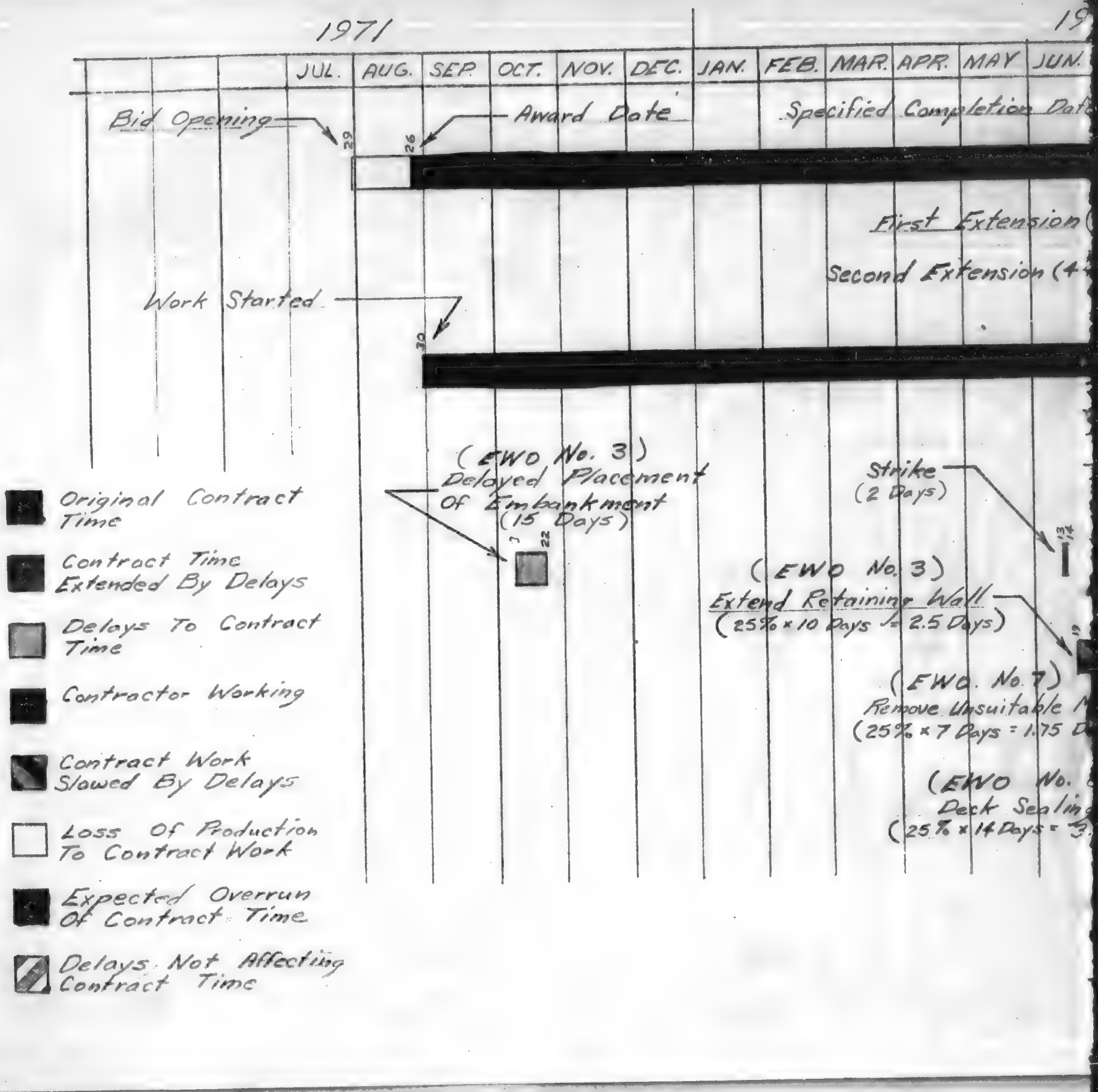
We request your concurrence in an additional 44-day extension of time. This would establish a new completion date of October 4, 1972. Liquidated damages accrue at $300 per day.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey
W. J. Hart
V. L. Gallagher
R. N. Bothman

WBR:dh:fw ja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Bid Opening
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Award Date
26
Specified Completion Dat
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Work Started
30
(EWO No. 3)
Delayed Placement
Of Embankment
(15 Days)
22
Strike
(2 Days)
14
(EWO No. 3)
Extend Retaining Wall
(25% x 10 Days = 2.5 Days)
(EWO No. 7)
Remove Unsuitable M
(25% x 7 Days = 1.75 D
(EWO No.
Deck Sealin
(25% x 14 Days = 3
Original Contract Time
Contract Time Extended By Delays
Delays To Contract Time
Contractor Working
Contract Work Slowed By Delays
Loss Of Production To Contract Work
Expected Overrun Of Contract Time
Delays Not Affecting Contract Time

FHWA

1972

OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	JAN.	FEB.

Award Date — Specified Completion Date

First Extension (37 Days)

Second Extension (44 Days)

New Specified Completion Date

(EWO No. 3)
Approved Placement of Embankment
(15 Days)

Strike
(2 Days)

(P.A. No 10)
Expansion Joint Seal Delay
(12 Days)

(EWO No. 3)
Extend Retaining Wall
(25% x 10 Days = 2.5 Days)

Widening @ 21st & Thurman
(25% x 10 Days = 2.5 Days)

(EWO No 7)
Remove Unsuitable Mat'l.
(25% x 7 Days = 1.75 Days)

(P.A. No. 5)
Improvement at Sherlock St.
(25% x 17 Days = 4.25 Days)

(EWO No. 8)
Deck Sealing
(25% x 14 Days = 3.5 Days)

West Fremont Interchange
Unit 2
Contract 7625

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE December 29, 1972

TO W. J. HART
Bridge Engineer

FROM C. O. FREDRICKSON
Assistant Metropolitan Engineer

SUBJECT West Fremont Interchange
Unit 2 Contract 7623
Stadium Freeway & Columbia River Highway
Multnomah County
Request For Extension of Time

We are enclosing five (5) copies of the Contractor's Request For Increase in Number of Workdays to Complete Construction Contract for the subject project for your consideration. We are also enclosing one copy, each, of a letter of transmittal from the Resident Engineer dated November 17, 1972; a letter from Drake-Willamette Joint Ventures dated October 19, 1972 and an additional letter from the Resident Engineer dated December 22, 1972. We have reviewed each of these items and offer the following recommendation, item by item as listed in the request.

Item 1 We agree with the Resident Engineer's analysis and recommend that two days be allowed.

Item 2 We agree with the Resident Engineer's analysis and recommend that fifteen days be allowed.

Item 3 We do not dispute the Resident Engineer's statement that structure work controlled at this time. He has, however, verified the Contractor's claim that supervisory help was taken from other portion's of the work to perform the work in question. Due to a loss of efficiency, we recommend that 25% of the time requested, or six days, be allowed.

Item 4 Same as Item 3, five days.

Item 5 The Contractor's forces were not involved. 0 days.

Item 6 Same as Item 3, one day.

Item 7 Same as Item 3, two days.

Item 8 No apparent delay to Contractor, 0 days.

Item 9 We could not determine how either the Contractor or the Engineer arrived at a seven day delay. If we allow the later delay from September 2, to September 13, this amounts to 11 days and we feel this is justified. We have checked into the item and find that it was a design error.

Item 10 The Resident Engineer has reviewed the climatological data for the period of time covered by this item as shown in his letter of December 22. He has found that during a 182 day period there were 145 days of rain; 18 days of rain in excess of 1/2 inch and 13 days below freezing. The job was scheduled in such a manner that a balance of winter weather was not possible since it was to run through only one winter season. Since the weather was unusually wet and cold and since there was not enough time allowed for compensating weather conditions, we recommend granting the time requested or 30 days.

Total days recommended is 72.

The above review and recommendation is liberal on many of the items. Discussion with the Resident Engineer has indicated to us that he feels the Contractor was diligent in the performance of the work and probably completed it in a minimum number of days, weather and other delays considered. We cannot justify the time the Contractor is requesting since we must view the overall performance of the project and not separate specific items as he has done. We do feel that seventeen additive price agreements and extra work orders do, as a rule, require time to perform but find it difficult to separate these items specifically relative to time. We feel that both the analysis made by the Resident Engineer and by this office are fair, and recommend that an extension of 72 calendar days be considered.

The time extension request being submitted does not take into account days when the Contractor was instructed not to work by the Resident Engineer due to holiday traffic or to conditions detrimental to the work. Since the work is not, as yet, totally complete, and since the time has, as of December 28, 1972, overrun by 124 days, it is anticipated that a supplemental time extension request will be submitted. The request being submitted at this time would provide relief from liquidated damages only for the period ending as of the date of request on October 19, 1972.

pb

Encs

cc: John Howard

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 17, 1972

To: Mr. H. S. Coulter
Metro Engineer
O F F I C E

SUBJECT: West Fremont Interchange
Unit 2
Contract No. 7623

Enclosed for your consideration is a request from the contractor for 154 additional calendar days to complete this project. The specified completion date was July 15, 1972, a previous extension granted 37 days making the completion date August 21, 1972 and the requested 154 days will make the final date January 24, 1973. The contractor lists ten reasons for the additional time. These are further elaborated in his accompanying letter. In studying them the following dates in the job progress are pertinent:

November 8, 1972—Opened WS ramp to traffic.
October 18, 1972—Opened SW ramp to traffic
October 9, 1972—Poured last section of concrete parapet on WS line
October 3, 1972—Poured last section of parapet on the SW ramp
September 1, 1972-Last deck pour- SW Unit 4
August 15, 1972—Placed AC paving on SW &WS ramp to 21st Ave.

To the August 15, 1972 date on the above list seven additional days should be added to complete the paving and other grading work in the 21st Ave. area. This would complete the grading items for the two bridge approaches. The SW ramp was not opened to traffic for almost 2 months after this time because of work in progress on the structure. A number of the reasons given are related to the grading work so we do not believe can be considered.

The following is our analysis of the reasons given:

1. Operating Engineers on strike June 13 and 14. The job was not shut-down, but production was slowed by this walk out. We recommend the 2 days requested.

2. November 6 to November 30. Loss of production due to construction of retaining wall on N.W Upshur Street (EWO No. 3). On October 8 we told the contractor not to place any embankment in Upshur Street as shown by the plan. On October 22 the wall was complete. At this time the embankment was the controling phase and the retaining wall work did delay the progress. We recommend the October 8 to 22 or 15 calendar days be considered.

METROPOLITAN ENGINEER
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NOV 22 1972
ME AME AME ROE MDE MTE

3. Upshur retaining wall was extended to permit construction of SW ramp without placing fill material in Upshur. Not valid, structure work was controling phase.

4. Remove unsuitable material in Thurman. Not valid, structure work controled.

5. Progress delayed by Water Department. Not valid, structure work controled.

6. Delay caused by corner cutbacks on the southernly side of 21st and Thurman. Structure work controled.

7. Improvement of Sherlock Street. Structure work controled

8. Deck sealing the Andersen-Hannan portion of the project. The crew that did the deck sealing came from the East Fremont project and were not involved in the Unit II structure work.

9. D.S. Brown rubber seal fouled on expansion joint support bars. Joint was designed for an Acme seal but our specifications permitted either brand. We instructed Portland Wire And Iron to cut out the section of rubber causing the problem. While other alternates were looked into there was some delay. In looking at the job progress the contractor was ready for the first joint assembly June 1, 1972 and the last on September 2, 1972. Delivery dates were July 20, 1972 and September 13, 1972 rewpectively. We recommend the seven days requested.

10. Loss of Production due to inclement weather. The contractor requested 30 days on the previous extension but was denied the time. From January 26 to February 3 concrete could not be placed due to freezing weather. A shutdown order could have been given but was not. We feel these 8 days are justified and should be considered. The wet weather did slow the progress and the remaining 22 days in our opinion are justified but the number cannot be supported. From November 1 to May 1 job activity was all structural. This included construction of footings, columns, beams, and deck. There were not shutdowns excepT the period allready covered.

The contractor has pursued this contract in a logical manner with what we would consider a normal size crew. He has not worked a double shift or more than a normal amount of overtime. There have been twenty one price agreements and extra work orders to date most of which do require supervision by his key personnel. It is possible that the items not allowed did indirectly delay the project by diverting supervisory help from the structural work. Ofitems 3 thru 8 item 5 does not require extra work and scheduling the Water DePartment is part of his work. A price agreement has not yet been written for the delay at 21st and Thurman and the revisions to 22nd Ave. If a 20% supervisory factor is applied to items 3, 4, 6, 7, and 8 seventeen days can be recommended.

In addition the lack of a city aPProved traffic Plan until the end of July created confusion and made scheduling difficult. At 21st and Thurman the traffic signals and curb cut backs were deleted and then added on. Twenty second Ave. was to be widened, but this was deleted. Sherlock Street was added and the work at Ward Way, eventually deleted. Signing and traffic signal work by the City was not ready before the dates the ramPs were oPened. This is not a factor but could have been if the work had been on schedule.

The two days for item 1, fifteen days for item 2, seven days for item 9, thirty days for item 10 Plus seventeen for suPervision give a total of 71 days we recommend for this time extension. This will extend the sPecified comPletion date to November 2, 1972. The grading work now in Progress is dePendent on weather but should be comPleted by December 30, 1972.

John D. Howard
Res. Br. Engr.

encl.
JDH:ads

cc: file

7623

NOTED
A. E. JOHNSON
Rec'd 2-1-73

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR
Info | Instr | RND | Chief | Spec | Act | File

OREGON STATE HIGHWAY DIVISION
METROPOLITAN REGION

PORTLAND, OREGON 97213
January 30, 1973

DRAKE - WILLAMETTE JV
2085 NW Thurman
Portland, Oregon 97209

re: West Fremont Interchange Unit II
Contract Number 7623

Gentlemen:

Our letter of November 6, 1972, shutdown the paving on this project due to wet subgrade conditions. Since this date by taking advantage of occasional good weather and by doing the work in a piece-meal manner you have been able to complete the paving.

At this time the project is complete except for topsoil and seeding & mulching of the slopes adjacent to the Glisan on and off ramps and some shaping of the ground under the structure. Because of the wet ground none of this work can be done until drying occurs. This letter extends the shutdown and directs you not to proceed until weather conditions allow the work to be performed in an acceptable manner.

The paving was critical for the opening of the Glisan ramps and Thurman Street. We appreciate your efforts to complete this under less than optimum conditions. Since this was not an efficient operation it is our opinion the shutdown period from November 6 to the date of this letter is still a valid reason for additional contract time. If the time is needed, please apply on the usual form and refer to the November 6 letter and this letter as the reason.

Sincerely,

JOHN D. HOWARD
Resident Bridge Engineer

Send copy to Al Johnson

cc: Mr. C. O. Fredrickson
Mr. Walter J. Hart
Construction Division

JDH:dfh
Vince Gallagher

RECEIVED
DEC 27 1972

Ord Item

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO ~~G. L. Green, Division Engineer~~
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE December 27, 1972

Federal-aid Project
No. I-405-8(28)303

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623 State Force Order No. 9

Project West Fremont Interchange (Unit 2)

Highway Stadium Freeway & Columbia River

County Multnomah

The order covers the State furnishing a light standard and sign materials for installation by the contractor on the "NG" and "GN" ramps. These materials were purchased by the State on the preceding project when a portion of the grading work was deleted.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $872.00 with Federal participation of $784.80.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 21, 1972.

Your approval as of December 21, 1972 is requested.

Attach.

JK:dak

RECEIVED
DEC 27 1972

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

G. L. Green, Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
TO R. E. Simpson, Division Engineer
Federal Highway Administration

DATE December 27, 1972

Federal-aid Project
No. I-405-8(28)303

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623 State Force No. 2

Project West Fremont & Columbia River

Highway Stadium Freeway & Columbia River

County Multnomah

The order covers the State furnishing steel piling as outlined in the special provisions for the project and also documents a credit to the project for surplus steel piling which is being transferred to the State.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 21, 1972.

Your approval as of December 21, 1972 is requested.

Attach.

JK:dgk

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE December 7, 1972

Federal-aid Project No. I-405-8(28)303

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623 Extra Work Order No. 13

Project West Fremont Interchange, Unit 2

Highway Stadium Freeway and Columbia River

County Multnomah

This order covers the cost of furnishing additional signs at the 21st and Thurman St. Intersection and luminaires at the ES-EW Gore Area. Additional directional signing is necessary to better show the lane movements for Thurman Street at this intersection. This signing was not required by the contract plans. The sign bridge located at the ES-EW gore casts a shadow which presents a visability problem to the traveling public. Installation of two additional luminaires at this location will eliminate this problem.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 22, 1972.

Your approval as of November 22, 1972 is requested.

Attach.

BMW:dgk

RECEIVED
OCT 27 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE October 26, 1972
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

Federal-aid Project
No. I-405-8(28)303

SUBJECT Request Change Order Approval

Contract 7623 Extra Work Order No. 12

Project West Fremont Interchange, Unit 2

Highways Stadium Freeway & Columbia River

County Multnomah

The order covers relocation of Type II Barricades with lights and construction of chain link fence at various locations to protect pedestrian traffic. This work is necessary due to the delay in the completion of the main Fremont span and the revision of the SW off ramp.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 2, 1972.

Your approval as of October 2, 1972 is requested.

Attach.

JK:dqk

RECEIVED
OCT 12 19

FOR FILING

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 11, 1972

TO G. L. Green, Acting Division Engineer
~~R. O. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-405-8(28)303

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623, Extra Work Order No. 11

Project West Fremont Interchange, Unit 2

Highway Stadium Freeway and Columbia River

County Multnomah

The Order covers patching rough deck areas constructed on a previous project. Although not in the travel lanes, these rough deck areas present a possible hazard to traffic.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 28, 1972.

Your approval as of September 28, 1972 is requested.

Attach.

JK:pr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FOR FILING

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 29, 1972

In reply refer to: 10-35-DA

7623

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-405-8(28)303
W. Fremont Freeway (Unit 2)
Stadium Freeway
State Force Order No. 5
Total Estimated Amount of the Order - $1,080.50
Federal Participation - $972.45

Reference is made to Mr. Young's letter of September 27, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. It is understood that the striping includes only that necessary to affect suitable connections to the existing street system.

Enclosure
State Force Order No. 5

10-4-72 Approved

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form A-108—SM

STATE COPY G-1f

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

EFFECTIVE DATE 10-3-72
[illegible] modifications of pro[illegible] additional funds are
HIGHWAY ADMINISTRATOR

APPLYING TO CONTRACT PROJECTS Order No. 5

Project Name West Fremont Interchange(Unit 2) Date August 31, 1972

Highway Stadium Freeway and Columbia River Contract No. 7623 F. A. Project No. I-405-8(28) 303

County Multnomah Prefix 626-1043 Account No. 278-05

Description of Work To Be Done: Restripe Vaughn St., Thurman St., 21st Ave., 22nd Ave., and any other City streets as required by new traffic plan. All work to be done by State forces.

Location by Station Numbers:

21st Ave. and West Fremont Interchange off ramp to St. Helens Road.

Estimate of Quantities and Costs:

1. 4" beaded skip strip (Code 2)	2 Miles @ $37.50	$ 75.00
2. Grinding (Code 3)	16 Hrs. @ $19.00	304.00
3.4" Beaded solid line (Code 4)	1 Mile @ $69.50	69.50
4. Pavement legend (Code 8)	16 Hrs. @ 39.50	632.00
	Total	$1,080.~~00~~ 50

Explanation: New one way traffic pattern connecting to bridge ramps makes this work necessary. The contractor is not equipped for this specialized type of work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,715,410.38
Present estimate of project cost, including $1080.~~00~~ 50 for work under this order	$3,623,676.96
Expected under-run ~~over-run~~ (amount)	$ 91,733.42
Expected under-run ~~over-run~~ (per cent)	2.47%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Assistant Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer ~~Assistant State Highway Engineer or Office Engineer~~

State Printing 7-K.

RECEIVED
SEP 28 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7623

G. L. Green, Acting Division Engineer DATE September 27, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-405-8(28)303

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623, Extra Work Order No. 10

Project West Fremont Interchange (Unit 2)

Highways Stadium Freeway and Columbia River

County Multnomah

The Order covers altering the top of SW 5 abutment to accept the type 2 expansion joint assembly. The discrepancy in the plans was not discovered until the rebar had been imbedded in the concrete.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on July 11, 1972.

Your approval as of July 11, 1972 is requested.

JK:bb

Attach.

RECEIVED
SEP 2 1972
FOR FILING

7623

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 27, 1972

Federal-aid Project
No. I-405-8(28)303

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. Young R. D. ASBURRY
Programing Engineer

SUBJECT **Request Change Order Approval**

Contract 7623, Extra Work Order No. 9

Project West Fremont Interchange (Unit B)

Highways Stadium Freeway and Columbia River

County Multnomah

The Order covers relocation of an existing roadway light, revising an existing manhole and installation of two State-furnished signs. This work is necessary to improve on a traffic-weaving problem. Installation of the signs was an anticipated item.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on June 21, 1972.

Your approval as of June 21, 1972 is requested.

JK:bb

Attach.

RECEIVED
SEP 28 1972
FILING

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 27, 1972

Federal-aid Project
No. I-405-8(28)303

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. H. Young R. D. ASBURRY
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623, State Force Order No. 5

Project West Fremont Interchange (Unit 2)

Highways Stadium Freeway and Columbia River

County Multnomah

The Order covers restriping of Vaughn, Thurman, 21st, 22nd and any other city streets affected by the new traffic plan. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

The estimated total cost of the work to be done under this Order is $1,080.50 with Federal participation of $972.45. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is done.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 8, 1972.

Your approval as of September 8, 1972 is requested.

JK:bb
Attach.

RECEIVED
SEP 27 1972
FOR FILING

7623

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 22, 1972

NOTED
A. E. JOHNSON

TO Mr. H. S. Coulter
Metropolitan Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge, Contract 7276
East Fremont Intch., Contract 7310
East Fremont Intch., Contract 7312
West Fremont Intch., Contract 7623
Sign Revisions

Attached are three sets of reduced prints of drawings 25214, 25216, S-655, 25321, 25322, 25544 and 25545 which have been revised in red and by overlays to show sign revisions on the above projects.

The changes are self-explanatory from the prints and in no case do the revisions require an increase of sign area. They do require removal and relocation on the existing board of the legend. These revisions have been approved by Mr. Johnson and Mr. Edwards and also by Mr. Valach and Mr. Christianson of the FHWA.

These revisions should be accomplished by state forces under the appropriate contracts. The FHWA has indicated that they will participate on a state force basis.

If additional prints of these drawings are required, please advise.

DOC:dh

cc A. E. Johnson
W. J. Hart
A. A. Rear
L. E. George
John Bond
R. O. Cunningham
R. Shotwell
John Howard
R. J. Wright
E. J. Valach, FHWA /w/ 2 sets

RECEIVED
SEP 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

7623

DATE: September 20, 1972

TO: State of Oregon

State Highway Department

Salem, Oregon

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: Contract #7623, West Fremont Bridge Interchange Unit 2.

in the county of Multnomah, State of Oregon, and on the order of (contractor) Donald M. Drake & Willamette Western Corp. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 11 day of September 19 72, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

AR/vb
REGISTERED MAIL NO. 87522

JOB: Contract #7623
Portland, Oregon
(address)

NOTED
C. W. HEAD

L.B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

PRIVATE PROJECTS

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice to the owner (or, reputed owner).

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 5, 1972

In reply refer to: 10-35-DA

7623

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: I-405-8(20)303, I-405-8(22)304, I-405-8(23)304
I-405-8(24)304, I-405-8(28)303
East & West Fremont Interchanges
Stadium Freeway
State Force Order No. 4
Total Estimated Amount of the Order - $8,500.10
Federal Participation - $7,650.09

Reference is made to Mr. Young's letter of August 23, 1972, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $8,500.10 with Federal participation of $7,650.09.

Enclosure
State Force Order No. 4

NOTED
F. B. KLABOE

9-7-72

RECEIVED
STATE HWY ENGR
SEP 7 '72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form FHWA-121 (12

SEP 8 - 1972

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 5, 1972

In reply refer to: 10-35-DB

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: I-105-4(115)196
7th Avenue-Willamette River (Eugene)
State Force Order No. 8
Total Estimated Amount of the Order - $1,251.00
Federal Participation - $1,126.00

Reference is made to Mr. Young's letter of August 23, concerning the subject order.

We are approving the use of City of Eugene forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The City has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping as shown in the order. The estimated total costs of the work to be done under this order is $1,251.00 with Federal participation of $1,126.00.

Enclosure
State Force Order No. 8

RECEIVED
STATE HWY ENGR
SEP 7 '72
REFER TO
FOR

RECEIVED
SEP 6 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

9-7-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
SEP 5 - 1972
FOR FILING

7623

September 1, 1972

Drake-Willamette, Joint Venturers
2085 N. W. Thurman Street
Portland, Oregon 97209

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 66 days to complete work on Contract 7623, West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

Careful consideration has been given to the reasons you submitted. In light of available facts and the provisions of the contract, the Oregon State Highway Division has granted you a 37-day extension of time without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem Office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JD:ag jf
bc: C. W. Head
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Skoog
Ed Hardt
John Howard
Federal Highway Administration

SEP 5 - 1972
FOR FILING

7623

September 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7623
West Fremont Interchange

Drake-Willamette, Joint Venturers, contractor for the construction of the West Fremont Interchange (Unit 2) on the Stadium Freeway and Columbia River Highway, Contract No. 7623, has requested an additional 66 days to complete the contract work without assessment of liquidated damages.

The contractor cites a delay in the award of the contract (8 days), the Pacific Coast dock strike (29 days), and inclement weather (30 days) as his reasons for requesting this extension. Although the contract is not finalized at this time, the request merits action now to preclude unjustly withholding liquidated damages on the contractor's estimate.

The subject project was awarded August 26, 1971, which was 28 days after the July 29, 1971, bid opening. The specified completion date was July 15, 1972. The project is now approximately 80 percent complete and has an estimated completion date of October 31, 1972.

As noted above, there was an elapse of 28 days from the time of the bid opening until this contract was awarded. An extension of 8 days should be considered for this delay. (Section 103.08 of the Standard Specifications)

The Pacific Coast dock strike delayed shipment of steel piling to the project from November 1, 1971, the scheduled delivery date, until November 29, 1971, the actual delivery date. The period of the strike was from July 1 to October 16, 1971. However, the backlog of shipping prevented delivery prior to November 29, 1971.

The pile driver was shut down for three weeks. Additional time was lost by rescheduling and lack of continuity in the work caused by the delay. The pile driving was the critical phase in job progress and the delay, not under the control of the contractor, therefore warrants the approval of the 29 days requested.

Although the rainfall during the winter months may have been above average, inclement weather is not considered a valid reason for an extension. Some delay in placing concrete was caused by freezing weather, but no more than could have been expected. The contractor's request for 30 days for this period is, therefore, denied.

On the basis of the above delays, I have granted the contractor a 37-day extension of time without assessment of liquidated damages in accordance with authority given me by you. The concurrence of the Federal Highway Administration has been received.

This matter will be on the agenda for your concurrence at the September 19 meeting.

JD:ag jf

bc: C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
H. S. Coulter
V. L. Gallagher
Gary Ross
Gary Sund

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7623 Contractor Drake-Willamette

Highway Stadium Freeway and Columbia River

Section West Fremont Interchange Unit 2

Kind of Work Grading, Paving, Structure, Signing and Illum.

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

~~Recommend no extra days due to delay of award of contract (2) Lack of experience (3) Freezing weather~~

Grant 37 calendar days due to (a) delay of award of contract - 8 days, (b) delay due to Pacific Coast dock strike - 29 days.

Recommended for Approval:

Edward Zahndt
Assistant Division Engineer

K. W. Ellerson
Construction Engineer or Bridge Engineer

for

J. K. Gladow
Dep.
State Highway Engineer

Contract No.	7623
Project designation	I-405-8(28) 303 (State-Federal)
Date awarded	August 8, 1971
Work started	August 30, 1971
Per cent completed	99.4% May 5, 1972 (Date)
Specified Completion Date	July 15, 1972
No. of Workdays Used	NA
No. of Added Workdays Requested	37

BP-0200-734

E-880 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 16, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to 66 days, within which to complete our Contract No. 7623, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. August 19, 1971 to August 26, 1971; Delay in award of Contract. (7 days)
2. November 1, 1971 to November 29, 1971; Delay in pile shipment due to Pacific Coast dock strike. (29 days)
3. Nov. 1, 1971 to May 1, 1972; Loss of production due to inclement weather. (30 days)

Respectfully submitted,

Drake-Willamette, Joint Venturers
Contractor

By R.E. Grant
R.E. Grant, Attorney-In-Fact

CONSENT OF SURETY

Date May 19, 19 72

We, THE TRAVELERS INDEMNITY COMPANY, as

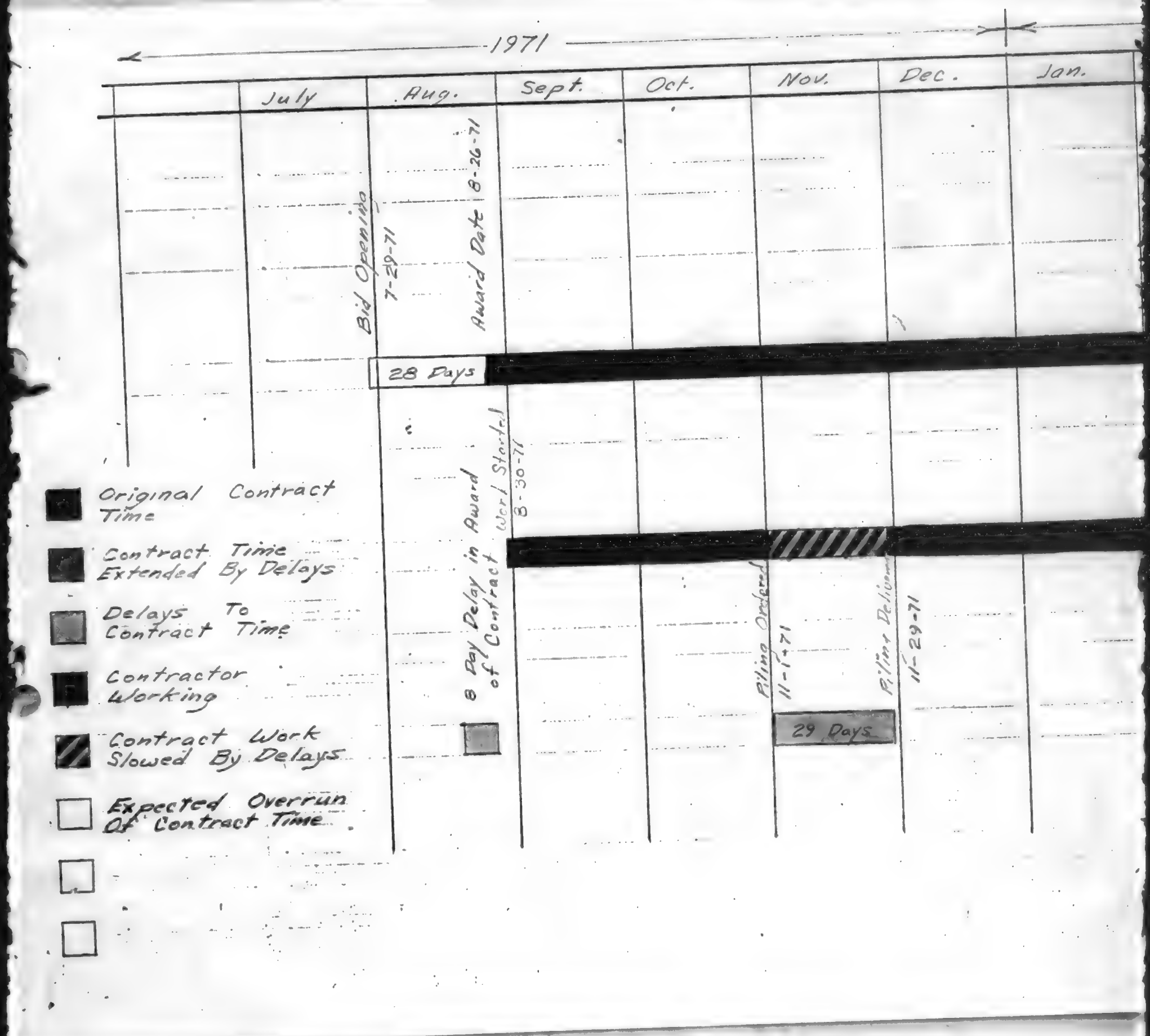
surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Bailey
Attorney-in-fact

(SEAL)

James F. Bailey
Resident Agent

RECEIVED
JUN 7 1972
BRIDGE DIVISION


1971
July
Aug.
Sept.
Oct.
Nov.
Dec.
Jan.
Bid Opening 7-29-71
Award Date 8-26-71
28 Days
Delay in Award of Contract
Work Started 8-30-71
8 Day Delay of Contract
Piling Ordered 11-1-71
Piling Delivered 11-29-71
29 Days
Original Contract Time
Contract Time Extended By Delays
Delays To Contract Time
Contractor Working
Contract Work Slowed By Delays
Expected Overrun Of Contract Time

	Oct.	Nov.	Dec.	Jan.		Juin

Pilings Ordered 11-1-71

Pilings Delivered 11-29-71

29 Days

West Fremont
Unit
Contract

RECEIVED
AUG 29 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 25, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-405-8(28)308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7623 Extra Work Order No. 8

Project West Fremont Interchange (Unit 2)

Highway Stadium Freeway & Columbia River

County Multnomah

The Order covers sealing all deck surfaces constructed under Contract No. 7214, West Fremont Interchange, Federal-aid Project No. I-405-8(20)308. The contractor on the early contract is not available to perform this work. The final costs for the work will be transferred to the original project.

Attached are copies of a letter from the Assistant Metropolitan Engineer and a memo to the file from the Bridge Section.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 11, 1972.

Your approval as of August 11, 1972 is requested.

Attachments

JK:kds

FORWARD
FOR FILE

7623

August 25, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-405-8(28)303

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7623 Extra Work Order No. 7

Project West Fremont Interchange, Unit 2

Highway Stadium Freeway and Columbia River

County Multnomah

During the grading work at the intersection of N.W. 20th Ave. and N.W. Thurman St. unstable clay material was uncovered. This material must be removed and backfilled to provide a stable subgrade for this intersection.

This order covers the cost of removing and backfilling the clay material uncovered in the subgrade.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer July 21, 1972.

Your approval as of July 21, 1972 is requested.

Attachments

DHW:js

RECEIVED
AUG 29 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 25, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-405-8(28)303

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7623 Extra Work Order No. 6

Project West Fremont Interchange, Unit 2

Highway Stadium Freeway and Columbia River

County Multnomah

This Order covers the cost of furnishing and installing plywood sign covers on two existing signs and providing wood frames for mounting neon "Slow" signs. These sign covers and slow signs will be mounted on signs 5 and 6.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer July 17, 1972.

Your approval as of July 17, 1972 is requested.

Attachments

JK:kds

PREPARED FOR FILING

7623

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 23, 1972

Federal-aid Project No. I-405-8(28)303

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. HR. YOUNGBURRY
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7623 State Force Order No. 4

Project West Fremont Interchange, Unit 2

Highway Stadium Freeway and Columbia River

County Multnomah

This order covers the permanent striping of the traffic areas of the West Fremont Interchange and the East Fremont Interchange. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically. The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Par. 6 of PPM 21-15.

Federal participation will be based on the agreed prices for striping. The estimated total cost of this work is $8,500.10 with Federal Participation of $7,650.09. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer July 7, 1972.

Your approval as of July 7, 1972 is requested.

Attachments

BMW:kds

RECEIVED
AUG 7 1972
FOR [illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

1623

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 11, 1972

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-405-8(28)303
West Fremont Interchange - Unit 2
Stadium Freeway
State Force Order No. 3
Total Estimated Amount of the Order - $6,186.00
Federal Participation - $5,567.40

Reference is made to Mr. Young's letter of August 3, concerning the subject order.

The use of City Forces to perform signal modifications is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The City has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of the installations less salvage value if applicable. This State Force Order provides for reimbursement to the City for work performed by their forces.

Enclosure
State Force Order No. 3

8-15-72

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

RECEIVED
AUG - 3 1972
STATE HIGHWAY ENGINEER
7623

August 3, 1972

Gordon C. Bjork, Ph.D.
President, Linfield College
McMinnville, Oregon 97128

Dear Doctor Bjork:

Below are the contract quantities of reinforcing steel for the Fremont Bridge and approaches. If you need more information, please contact us.

W. Fremont Approaches	14,457,000 lbs.
E. Fremont Approaches	2,712,700 lbs.
Fremont Bridge Substructure	1,950,000 lbs.
Fremont Bridge Superstructure	1,010,000 lbs.
Total	20,129,700 lbs.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

OMP:dh fa

bc Tom Edwards
A. E. Johnson
Walt Hart

RECEIVED
AUG 3 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Gross, Acting Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXX~~
~~A. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 3, 1972

Federal-aid Project
No. I-405-5(28)305

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7623 State Force Order No. 3

Project West Fremont Interchange, Unit 2

Highway Stadium Freeway and Columbia River

County Multnomah

This order covers the cost of rearranging existing traffic signal installations by City of Portland Traffic Engineering personnel to conform to the new traffic patterns within the construction project. Work called for by the contract plans require the relocation of existing signals at the intersections of N. W. 19th and Thurman St., N. W. 21st Ave. and Vaugh St. and N. W. 21st Ave. and Thurman St.

The estimated cost of this work is $6,146.00 with Federal Participation in the amount of $5,567.40. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 20, 1972.

Your approval as of June 20, 1972 is requested.

Attachments

BMW:kds

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 1, 1972

In reply refer to: 10-35-DA

7623

FROM : C. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(28)303
W. Fremont Interchange (Unit 2)
Stadium Freeway
Contract 7623 Time Extension

NOTED
A. E. JOHNSON

By memorandum dated July 12, Mr. Johnson has requested our concurrence in an extension of 37 days to the contract time on this project. The data presented by Mr. Johnson has been reviewed, and I concur in the recommended extension as requested.

8-3-72

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

I-405-8(28) W. Fremont Interch. (Unit 2) 1971
303 Sec. of Stadium Frwy. & Col. R. Hwy.
#7623 (Grad., pav., struct., sign. & ill.)#1

I-405-8(28) N. Fremont Intereh. (Unit 2) 1971
303 Sec. of Stadium Frwy. & Col. R. Hwy.
#7623 (Grad., pav., struct., sign. & lll.)#1

RECEIVED
JUL 14 1972
FOR FILING

7623

July 12, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT West Fremont Interchange
Unit 2
Contract 7623
FAP No. I-405-8(28)303
Request for Extension of Time

The subject project was awarded August 26, 1971 (which was 28 days after the July 29, 1971 bid opening) and had a specified completion date of July 15, 1972. The contract work was approximately 64 percent complete as of July 1, with an estimated completion date of September 30, 1972.

The contractor has requested a 66-day extension of time without assessment of liquidated damages. Reasons given for the request are delay in award of contract (seven days), Pacific Coast dock strike (29 days) and inclement weather (30 days). The request merits action at this time to preclude unjustly withholding liquidated damages on the contractor's estimate.

As noted above, there was an elapse of 28 days from the time of bid opening until this contract was awarded. An extension of eight days should be considered for this delay. (Section 103.08 of the Standard Specifications.)

The Pacific Coast dock strike delayed shipment of steel piling to the project from the November 1

(more)

scheduled delivery date until November 29, 1971, the actual delivery date. The first period of the strike was from July 1 to October 16, 1971 and the resulting backlog of shipping prevented delivery prior to November 29, 1971. The pile driver was shut down for three weeks and additional time was lost by the rescheduling and lack of continuity in the work caused by the delay. The pile driving was the critical phase in job progress and we therefore recommend approval of the 29 days requested due to the dock strike.

Although the rainfall during the winter months may have been above average, inclement weather is not considered a valid reason for an extension. Some delay in placing concrete was caused by freezing weather but no more than could be expected.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 37-day extension without assessment of liquidated damagees.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
H. S. Coulter

WR:ag ja

1971

	July	Aug.	Sept.	Oct.	Nov.	Dec.

Bid Opening 7-29-71

Award Date 8-26-71

28 Days

8-30-71 Work Started

8 Day Delay in Award of Contract

Billing Ordered 11-1-71

Billing Delivered 11-29-71

29 Days

- Original Contract Time
- Contract Time Extended By Delays
- Delays To Contract Time
- Contractor Working
- Contract Work Slowed By Delays
- Expected Overrun Of Contract Time
-
-

Oct.	Nov.	Dec.	Jan.		Jul.

FORM 16-90 (REV. 10-68)

BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 6, 1972

To: Walter Hart
Bridge Engineer
Salem

SUBJECT: West Fremont Interchange
Unit 2
Contract No. 7623
Contractor's Request for
Additional Time

Attached you will find five copies of Contractor's Request For Increase In Number Of Workdays, a copy of the Contractor's letter of May 16, and a copy of John Howard's letter of June 1.

The Contractor is requesting an additional 66 calendar days for performance of the subject contract. This request is based on three items. (1) Delay in award of contract (7 days), (2) delay in pile shipment due to the dock strike (29 days), and (3) loss of production due to inclement weather (30 days).

Mr. Howard concurs with the delays involved in the first two items and recommends consideration of 9 days regarding time loss due to inclement weather. Please refer to his letter for amplification.

We agree with Mr. Howard's recommendations that a total of 45 days be given the Contractor for the above mentioned reasons. Since this contract is set up on a fixed completion date basis, that date being originally July 15, 1972, the addition of 45 days would create a new completion date of August 29, 1972.

RJW called Ed Hardt 6-19-72
Ed said he thought contractor was due 9 days because of inability to get conc. during freezing weather. But we admitted a contr. should probably count on some freezing weather during the year. Specs don't allow except for Acts of God.

H. S. COULTER
Metropolitan Engineer

By: Edward L. Hardt

EDWARD L. HARDT
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: John Howard

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
W. J. HART

NOTED
R. W. ELLISON

FORM B-80 (10-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 1, 1972

METROPOLITAN ENGINEER
RECEIVED
JUN 2 - 1972
ME AAE AME MOE MOE MTE

SUBJECT: West Fremont Interchange
Unit 2
Contract. No. 7623

To: Mr. E. L. Hardt
Assit. Metro Engineer
O F F I C E

Enclosed is a request from Drake-Willamette for 66 additional days to complete work on this contract. This will extend the specified completion date of July 15, 1972 to September 19, 1972. Reasons given for the request are (1) delay in award of contract, (2) Pacific Coast dock strike and (3) inclement weather.

Delay in award of contract is one of the reasons listed in article 108.09 for additional time. We have checked the dates shown and recommend the 7 days be allowed.

The Pacific Coast dock strike delayed shipment of the HP 14 X117 steel piling to the project. November 1, 1971 was the scheduled delivery date; November 29, 1972 was the actual delivery date. The first period of the strike was from July 1 to October 16. The resulting back log of shipping prevented delivery before November 29, 1971. Our records indicate the pile driver shut down for three weeks. The fourth week requested we believe is easily justified by the rescheduling and lack of continunity in the work caused by the delay. The pile driving was the critical phase in job progress and the strike was beyond the contractor's control. Therefore, we recommend approval of the 29 days requested.

Inclement weather is a difficult reason to justify. The contractor's letter gives 18.17 % rainfall above the average for the winter months. We do not question this figure, but are unable to tie it to job production. The January 26 to February 3 period mentioned concrete was not obtainable and job production halted. We would recommend these nine days be considered.

The contractor has requested minimum amount of time needed for completion. He anticipates the concrete and grading the 21st ramps will be complete by August 31. After opening to traffic we estimate another month will be needed for grading in the Johnson-Irving area and for general clean up.

We would appreciate your study of this request.

John D. Howard
Res. Br. Engr.

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

encl
JDH:ads

cc: file

DONALD M DRAKE COMPANY
1740 N.W. Flanders Street
Portland, Oregon 97206

AMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

DRAKE - WILLAMETTE JOINT VENTURERS

WEST EAST FREMONT INTERCHANGE PROJECTS

2085 N. W. Thurman Street
Portland, Oregon 97209

May 16, 1972

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: John Howard, Resident Engineer

Reference: West Fremont Interchange II
OSHD Contract No. 7623
Time Extension

Gentlemen:

Enclosed please find five (5) copies of "Contractor's Request for Increase in Number of Workdays". You will note that extension of time is requested for delays incurred from late pile shipments, award of contract and loss of production from inclement weather, all in accordance with Sections 108.08 and 108.09 of the Standard Specifications.

The delays in award of contract and pile shipment caused our schedule to be pushed back further into the winter months. According to local climatological data, as compiled by the U.S. Department of Commerce, the rainfall for the months of November through April 1972, was far above normal. The average percentage departure from normal for this period of time was +18.1%. This excessive rainfall has had considerable influence on production.

Also, during the period from January 26 to February 3, 1972, freezing temperatures caused a virtual shutdown of all operations. Concrete could not be batched, by our local supplier, due to frozen aggregate stockpiles.

For these reasons, we feel that production was curtailed over the last six (6) months and respectfully request an additional 30 days time extension. — for incl. weather

Yours very truly,

E. Ray Biggs

E. Ray Biggs
Project Manager

dj

Enclosures

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7623

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 30, 1972

Drake-Willamette Joint Ventures
1201 N. Loring Street
Portland, OR 97227

NOTED
A. E. JOHNSON

Attn: Donald B. Kane,
EEO Officer

Gentlemen:

Re: West Fremont Interchange (Unit 2)
Stadium Freeway & Columbia River Hwy.
F.A. Project No. I-405-8(28)303
Contract No. 7623
On-The-Job Training

This is to inform you of the Federal Highway Administration's concurrence in our approval of your proposed revised training program in which you are to provide 1 Pile Driver trainee, 1 Carpenter apprentice, 1 Ironworker apprentice and 1 Laborer trainee.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen Green
A. E. Johnson
Gene Huntley
H. S. Coulter
John Howard

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
JUN 2 1 1972
FOR FI...

Form FHWA-1 ...57)
UNITED STATES GOVERNMENT

Memorandum

7623

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 19, 1972

In reply refer to: 10-35-DA/
961

Concur
6-26-72

SUBJECT: Oregon Project I-405-8(28)303
West Fremont Interchange (Unit 2)
On-the-Job Training Program

Mr. Johnson's June 8 letter requested revising the contractor's present proposed training program as follows:

From: 1 Piledriver trainee
1 Carpenter Apprentice
2 Ironworker Apprentices

To: 1 Piledriver trainee
1 Carpenter Apprentice
1 Ironworker Apprentice
1 Laborer trainee

This revised proposal still meets the requirements of FHWA Order Interim 7-2(2).

The laborer training program is essentially the same as approved for recent Federal-aid projects and is acceptable.

NOTED
TOM EDWARDS

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

RECEIVED
JUN 9 - 1972
FOR FILING
7623

June 8, 1972

TO Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY A.E. JOHNSON
A. E. Johnson
Assistant State Highway Engineer

SUBJECT West Fremont Interchange (Unit 2)
Stadium Freeway and Columbia River Highway
F.A. Project No. I-405-8(28)303
Contract No. 7623
Revised On-The-Job Training Program

Drake-Willamette Joint Ventures of Portland, Oregon, have requested the substitution of a Laborer trainee for one of the two Ironworker Apprentices their subcontractor, Mercer Steel Company, was to furnish on the subject project. The limited size of Mercer's work force in the Ironworkers craft prevents the hiring of more than one apprentice in accordance with their labor union agreement.

The proposed training program submitted with this request has been reviewed and is similar to other approved training programs and as such is acceptable to the State Highway Division.

This revision would change their present proposed training program as follows:

From:	1	Piledriver trainee	approx. 2 months
	1	Carpenter Apprentice	approx. 12 months
	2	Ironworker Apprentices	approx. 6 months
To:	1	Piledriver trainee	
	1	Carpenter Apprentice	
	1	Ironworker Apprentice	
	1	Laborer trainee - 800 hrs.	- approx. 4-1/2 months

It is believed the revision proposed by the contractor is reasonable and meets the required goals and standards of FHWA Order Interim 7-2(2)

We request your concurrence in the contractor's revised proposed training program.

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
Gene Huntley (enc.)

MDG:fr ja

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
TELEPHONE (503) 228-3981

May 8, 1972

Oregon State Highway Department
1600 N. W. Savier Street
Portland, Oregon

Attention: Mr. John Howard, Resident Engineer

Re: West Fremont Interchange
Contract No. 7623
On-the-job Training

Gentlemen:

On April 26, 1972, we wrote requesting approval to amend our original Equal Employment Opportunity Program by adding one (1) Labor Trainee that had graduated from Labor Training School at Camp Rilea, Oregon.

Since the Contract Special Provisions only call for four (4) trainees, we thereby request approval to delete one (1) Ironworker Trainee as the limited size of our current Ironworker crew prevents us from employing more apprentices than our Labor Agreement provides.

We trust this revised proposal will be satisfactory.

Yours very truly,

DONALD M. DRAKE COMPANY

W. E. Thomas

WET:cjd

cc: Ray Biggs - West Fremont
Mr. Charles W. Wright - Mercer Steel

DONALD M. DRAKE COMPANY
1740 N.W. Flanders Street
Portland, Oregon 97209

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

DRAKE - WILLAMETTE JOINT VENTURERS

EAST FREMONT INTERCHANGE PROJECTS

1201 N. Loring Street
Portland, Oregon 97227

April 26, 1972

Oregon State Highway Department
1600 N. W. Savier Street
Portland, Oregon

Attention: Mr. John Howard, Resident Engineer

Re: West Fremont Interchange
Contract No. 7623
On - The - Job Training

Gentlemen:

We propose to amend our Equal Employment Opportunity Program by the addition of one (1) Labor Trainee who has graduated from Labor Training School, Camp Rilea, Oregon. This was a Contractor Sponsored, five week instruction period in the following areas:

1.	First Aid	10 Hours
2.	Safety and Flagmen Certification	14 Hours
3.	Operate power buggies and vibrators, learn tool and material identification	44 Hours
4.	Drilling and Blasting	50 Hours
5.	Hand-operated power tools	38 Hours
6.	Utility construction (pipline, manhole, sewer shoring and grade checking)	44 Hours
	Sub-Total	200 Hours

We propose the following work schedule and On-The-Job Training:

1.	Flagging - Traffic	125 Hours
2.	Signalman - Material Handling	125 Hours
3.	Concrete - Place	125 Hours
4.	Concrete - Cure	125 Hours
5.	Operation of power tools	125 Hours
6.	Handle, clean and store materials	125 Hours
7.	On-the-job safety	50 Hours
	Sub-Total	800 Hours
	Grand Total	1000 Hours

Payment: As per specifications

After re-analyzing our labor force requirements, we have concluded that the availability of work for Laborers is much greater than that of other crafts such as Pile Drivers and Ironworkers of which our subcontrators employed trainees on this project.

We trust this revised proposal for on-the-job training will meet with your approval and we are hopeful that this program will aid training within our industry.

Yours very truly,

Drake-Willamette, Joint Venture

W. E. Thomas

which one?

Donald B. Kane
Equal Employment Officer
By W. E. Thomas
Assistant EEO Officer

WET:cjd

RECEIVED
APR 27 1972

Gen. Files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 24, 1972

TO

Mr. John Jenkins
Laboratory Section
E. Salem Highway Bldg.

FROM ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

SUBJECT

West Fremont Interchange Unit 2
Contract 7623
Hanger Link Pins

The attached copy of Howard, Needles, Tammen & Bergendoff's letter of April 20, 1972, indicates that they are not able to offer suggestions as to how the alleged low strength hanger link pins can be separated from the group of pins, which have been fabricated for the subject project.

We here in the Bridge Section are also unable to offer any additional suggestions relative to separation of the pins.

It is necessary that satisfactory pins be made available in the near future in order that construction of the structure will not be delayed. It appears that we have two alternates: (1) Find a method by which the low strength pins can be separated from the others or (2) Reject all pins and fabricate replacements.

Please advise as to the procedure you recommend.

NOTED
A. E. JOHNSON

RWE/ag
Attach.
cc A. E. Johnson
E. Hardt

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1972
FOR FILING

7623

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 5, 1972

NOTED F. B. KLAUSE

SUBJECT: West Fremont Interchange
Unit 2
Contract No. 7623
Connection To NW 21st & Upshur

To: Frank Hall
Design Engineer
State Highway Building
Salem

Studies are now in process by the Highway Division in conjunction with the City of Portland to determine the most feasible method of connecting the West Fremont ramps to the street system in the Thurman-Upshur-Vaughn area. We anticipate the legs to and from the Stadium Freeway will be opened this coming August and the Fremont Bridge will be opened mid-1973. Several points with respect to the construction of the off ramp into 21st & Upshur are pertinent to this study and need to be discussed. Please refer to attached print for details.

(1) The original West Fremont project, contracted in 1969, called for a three lane off ramp with Upshur Street remaining open. This required a connection to be built between Upshur and 21st Street and for this purpose a triangular right of way purchase was made. (See copy of deed attached). This work was deleted prior to bid opening and never done.

(2) The current West Fremont contract for this area (Contract #7623) calls for Upshur Street between 20th & 21st to be narrowed to 24 feet and closed at 21st Avenue. To the best of our knowledge, this was ne er officially approved by the City of Portland. The plans also call for a new curb on the east side of 21st between Upshur and Vaughn.

The above work is necessary in order to bring three off ramp lanes into 21st Avenue. Unfortunately, this would create a large problem with the property owner, Hoffman Construction Company, from which the earlier-mentioned triangle was acquired. Their deed allows access to the street to be built on this triangle (which wouldn't exist under the "current" plan) and the curb on 21st would block their existing driveway.

I am also told by Don Bergstrom's office that they would recommend that a 24 foot wide street of this length be provided with a cul-de sac, for which there is no room.

3. The narrowing of Upshur Street is necessary for the toe-of-fill for the three lane off ramp. Last October, when this fill was being made, a decision was made not to narrow the street at that time. Instead, a steel pile and timber wall was built in order that the fill at the bridge end could be completed and the bridge abutment built. In order for the three lane ramp to be constructed off the bridge, either Upshur Street will have to be narrowed to 24 feet or a larger wall built.

Depending upon the number of off lanes to be carried from the bridge and the number of off lanes to be put into 21st Avenue, the following would be required:

(A) Two lanes on fill; two lanes into 21st Avenue.

A connection between Upshur and 21st Avenue will have to be built to satisfy the Hoffman deed and provide access to Hoffman's parking lot. As an alternate, the remaining property could be acquired.

(B) Two lanes on fill; three lanes into 21st Avenue.

The remaining Hoffman property would have to be acquired as the access would be severed or severly hampered. As an alternate, new access parallel to and easterly of 21st Avenue into Vaughn Street could be built on property recently acquired on the corner of 21st and Vaughn.

(C) Three lanes on fill; two lanes into 21st Avenue.

Additional wall on Upshur Street would have to be built or the City's permission obtained to narrow the Street. In addition, the work under (A) would be necessary.

(D) Three lanes on fill; three lanes into 21st Avenue.

Do the first part of (C) plus all of (B).

As can be seen, the acquisition of the remaining Hoffman property is either necessary or advantageous no matter which lane distribution pattern is selected. For this reason, it is our recommendation that acquisition of this property be immediately begun, since it will be required no matter what corridor for I-505 is selected. If you desire to discuss this problem, or if more data is required, please advise.

H. S. Coulter
Metropolitan Engineer
By:

RECEIVED
APR 6 1972
OFFICE OF
HIGHWAY ENGINEER

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
cc: E. B. Klaboe
Robert L. Schroeder
John Howard

RECEIVED
FEB 6 - 1972
FOR FILE

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7623

DATE: February 24, 1972

In reply refer to: 10-35-DA
930.22

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Discrimination Complaint by Roy L. Hankins
Oregon Project I-405-8(20)303 & I-405-8(28)
Mercer Steel Company, Inc.

Sent to Baldwin 3-3-72

From the information submitted with Mr. Glenn's February 14, 1972 letter the complainant's situation has been resolved and no further action is considered necessary.

3-1-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
FEB 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 930-999

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

I-405-8(28)303

7623

HIGHWAY BUILDING • • • SALEM, OREGON • • • • 97310

February 14, 1972

Mr. R. B. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Complaint of Alleged Discrimination by Roy L. Hankins
West Fremont Interchange Project
Contract No. 7623

Attn: Mr. E. J. Valach

NOTED
A. E. JOHNSON

Dear Sir:

The following report is in reply to your telephone request of January 24, 1972, regarding complaint directed to Fred Flowers, Regional EEO Officer of the FHWA, by Mr. Roy L. Hankins of Portland.

Mr. Hankins is a Negro Journeyman Ironworker dispatched by the Ironworkers Union to work for Mercer Steel Company. Mercer is a subcontractor on both of the West Fremont Interchange projects, Federal-aid project Nos. I-405-8(20)303 and I-405-8(28)303.

It is my understanding of Mr. Hankins' complaint that after being laid off on January 3, 1972, due to a general reduction in force, Mercer Steel had rehired additional men, but not him. He believed this is an indication that Mercer Steel Company is not interested in maintaining minority employee representation inasmuch as he was the only Negro on the crew.

This complaint was first made to the Urban League in Portland, who in turn referred Mr. Hankins to Mr. Flowers on January 24, 1972. Upon notification from you of Mr. Hankins' complaint, our Resident Bridge Engineer for these two projects, John Howard, was contacted and requested to look into this matter.

Mr. Howard reviewed this complaint with Mr. Charles Wright, Vice President and EEO Officer for Mercer Steel, and determined the following facts.

Form E-123

Mr. Hankins was laid off on January 3, 1972, in a general layoff resulting from the lack of work. Subsequently, some ironworkers were rehired for work in Salem and Eugene, but none were required in the Portland area until January 17, 1972. A check was made with the Ironworkers Union, Local 29, and it was determined that Journeyman Ironworkers are placed on the bottom of the hiring list when laid off and must wait until their name comes up to the top of the list before they are dispatched to work again. Mr. Howard has forwarded a copy of a letter to the A.G.C. from Mr. Wright of Mercer Steel regarding this matter. Mr. Howard informed me this letter contains substantially the same information as he was able to determine.

A review of the payroll records submitted by Mercer Steel Company for the subject projects verifies Mr. Wright's statements as to Mr. Hankins' employment. Mr. Hankins last worked on the West Fremont Interchange project, I-405-8(20)303, from November 10, 1971 until December 14, 1971 and on the West Fremont Interchange project (Unit 2), I-405-8(28)303, from December 15, 1971 to January 3, 1972. The ironwork on the West Fremont Interchange project has been completed and there will be no need for Ironworkers on that project. Mercer employed from 17 to 31 Ironworkers on the Unit 2 project between December 15, 1971 and January 4, 1972. From January 5, 1972 to February 1, 1972, they have averaged only 8 Ironworkers. I was informed by Mr. Howard's office that Mr. Hankins returned to work for Mercer Steel on February 7, 1972 on this project.

There appears to be no obvious intent to discriminate against Mr. Hankins by Mercer Steel. His failure to be rehired appears to be due to a normal slack period of work, resulting in part from the inclement weather which occurs during this time of the year, and the resulting delay until such time as his name worked its way to the top of the Union's hiring list.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr
bc: A. E. Johnson
Gene Huntley
H. S. Coulter
John Howard

MERCER STEEL CO., INC.
2636 N. W. 26th AVE., PORTLAND, OREGON 97210
TELEPHONE 226-2511
AREA CODE 503

January 27, 1972

Mr. Bob Rogers
Assistant Director of Manpower & Training
Associated General Contractors
1008 N.E. Multnomah Street
Portland, Oregon

Subject: Roy L. Hankins

Job: Fremont Bridge Interchange

Dear Mr. Rogers:

Confirming our conversation of the 26th, upon return to the city I asked for a complete investigation into the circumstances relative to the layoff of the subject Mr. Hankins.

Mr. Hankins was first hired on March 9, 1971 for work on the Clackamas Community College.

During the labor problems later on in the year Mr. Hankins and many of our Ironworker crew were laid off. After the labor problems were resolved we were unable to contact Mr. Hankins until the Union dispatched him to our crew during the latter part of October.

From 11-2-71 to 1-4-72 there was available 376 hours of work, of which he chose to work 223 hours.

The foregoing has no bearing on his layoff, it is merely presented as evidence that we continued to place him on crews whenever possible.

The facts of his layoff are as follows: On 1-3-72 Roy and several men were laid off due to lack of work. On Tuesday we contacted the Union, but this was for two men - one local for Salem and one local for Eugene. We did not hire for the Portland crews until 1-17-72,

Mr. John Howard asked me to include the following statistical information:

During the last five (5) months we have hired the following:

5 Negro Shop assemblymen
2 Negro Ironworkers
1 Negro Engineer

Of the above, seven have quit for other employment.

January 27, 1972

Mr. Bob Rogers

Subject: Roy L. Hankins

Payroll Count As of 3-14-71		Payroll Count As of 11-16-70	
Total Employees- 275		Total Employees - 350	
5	Negro	8	Negro
9	Spanish Surname	8	Spanish Surname
1	American Indian	1	American Indian
15		17	

Of the total payroll nearly 35% are outside Ironworkers hired through Local 29, thus it is impossible to hire untrained or semi-skilled and place on these crews. They must be card carrying, Journeymen and/or Apprentices.

As of recently there are available only 58 Apprentices of which 8 are minority group representatives.

If you need further information relative to our Equal Employment Opportunity policy, please contact me.

Sincerely,

CHARLES W. WRIGHT,
Vice President and
E.E.O. Officer

CWW/m

cc: Mr. John Howard
5821 N.E. Glisan
Portland, Oregon 97213

RECEIVED
JAN 21 19
FOR FILES

Ltr. Files

OREGON STATE HIGHWAY DIVISION

I-405-5(22)303
76-2

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1972

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri 64108

Attention Mr. M. J. Kopetz

Gentlemen:

NOTED
A. E. JOHNSON

West Fremont Interchange
Unit II
Stadium Freeway
Multnomah County
Contract 7623
Hanger Pins

Attached is a letter from John C. Jenkins, Engineer of Materials and Research for the Oregon State Highway Division, setting forth his findings and evaluations on the ASTM A-108 grade 1018 pins as called for on drawing 25710.

According to his evaluation, the pins, as supplied, are in conformance to the plans and specifications. This, however, does not satisfy the design requirements. We have instructed our personnel to tell the contractor that the affected pins will have to be replaced with pins that will have a yield strength sufficient to meet the design requirement of 40 ksi.

Your comments in regard to our evaluation and interpretation of the plans and specifications would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

CM 1-20-72

R. W. Ellison
Bridge Administration Engineer

DOC:dh
Attachment
cc A. E. Johnson
A. A. Rear
E. L. Hardt
J. D. Howard
Ed Rief

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(28)303

Form E-300-4M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7623

APPROVED EFFECTIVE DATE 12-22
Contingent upon modification of project agreement if additional funds are required

BY [signature]

TITLE Dist. Engineer

DATE 1-17-72

Project Name West Fremont Interchange Unit 2 — Date December 29, 1971

Highway Stadium Freeway and Columbia River — Contract No. 7623

County Multnomah — Prefix 626-1043

Contractor Drake-Willamette — F. A. Project No. I-405-8(28) 303

Address 2085 N. W. Thurman St., Portland, Oregon 97209 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Locate and connect sewer lines from the R.M. Wade Co. Building to the relocated 12 inch line in Thurman Street.

1- Maximum equipment rental rate allowable as per AGC agreement.

2- Percentage allowed contractor is in accordance with execute contract for project.

Location by station numbers: TT 112 + 70 and TR 114 + 20

J. Conat 1-19-72

RECEIVED JAN 3 1972 OFFICE OF STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

REFERRED TO al

Labor	$600.00
Equipment	$150.00
Materials	$100.00
Total	$850.00

BY DEPUTY STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
These two lines from the Wade building connect to the sewer in Thurman, which is cut by the footings of Pier 10 RT and Pier 11 center. To keep the building operational these must be located and extended to the new 12 inch sewer. Because the quantities involved are small and the exact location of the lines is not known the contractor cannot do the work at his contract unit prices. Work started December 27, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,715,410.38
Present estimate of project cost, including $850.00 for work under this order	$3,586,848.69
Expected under-run amount	$128,561.69
Expected under-run per cent	3.46

Space to right of this line is for use of Salem Office

NOTED E. EDWARDS

Submitted by: J. Oltvedt, Resident Engineer

Approval Recommended: Walter I Hunt, Construction Engineer or Bridge Engineer

Approval Recommended: Edmund Zidell, Division Engineer

Approved: [signature], Deputy State Highway Engineer

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JAN 2 1972
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OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

I-405-8(28)303

January 12, 1972

7623

Drake-Willamette
1201 North Loring
Portland, Oregon 97227

Re: West Fremont Interchange
Unit 2
Contract No. 7623

Gentlemen:

Revision letter No. 1 dated July 23, 1971, which was sent to all prospective bidders on the Unit 2 portion of the West Fremont Interchange stated that it may become necessary to delete from the project all work at the intersection of N. W. 29th Avenue at Nicolai Streets as shown on sheet 5 of the plans.

This is to notify you that this work is hereby deleted from your Contract No. 7623 for the Unit 2 West Fremont project.

H. S. Coulter
Metropolitan Engineer

NOTED
E. B. KLABOE

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: E. B. Klaboe
A. E. Johnson
Walter Hart
John Howard

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JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1972
FOR FILING

I-405-8(28)303
7623

January 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project
No. I-405-8(28)303

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 5, Contract No. 7623, covering locating and reconnecting existing sewer lines which have been severed on the West Fremont Interchange, Unit 2 Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

The existing sewer lines from the R.H. Wade Company building were not shown on the contract plans and are being severed by construction of Piers 10 Rt and 11 Center. To allow the building to remain operational the sewer lines must be located and reconnected to the new 12 inch sewer line at Thurman Street.

This work was discussed and tentatively recommended for approval by the Federal Highway Administration Area Engineer, December 28, 1971. The work was started on December 27, 1971, on an emergency basis in order to prevent the footing excavation from flooding with storm drainage.

Your approval as of December 27, 1971, date work started, is requested.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

BMW:alc

FREMONT BRIDGE COMPLEX PROJECT INFORMATION

PROJECT	CONTRACT NO.	CONTRACTOR	DATE AWARDED	DATE COMPL.	LENGTH (LANE FT.)	QUANTITIES STRUCT. STEEL (LBS.)	QUANTITIES CONCRETE (CY)	QUANTITIES REINFORCE. (LBS.)	ENGINEERING CONSULTANT	EXPENDITURES CONTRACT AMOUNT	EXPENDITURES TOTAL* AMOUNT	EXPENDITURES AMOUNT FOR ENGINEER CONSULT.
Fremont Bridge Pier Const.	7124	Peter Kiewit Sons' Co.	2-27-68	5-13-70	N/A	520,000	38,000	1,950,000	Parsons, Brinkerhoff, Quade & Douglas	3,370,072	4,188,200	714,000
Fremont Bridge Superstructure	7276	Murphy-Pacific Enterprises	7-3-69	Est. 1973	17,300	17,450,000	3,910	1,010,000	"	21,833,293	24,054,902	Included in above
West Fremont Interchange	7214	Anderson-Hannan	4-29-69	Est. 1972	36,000	15,952,000	65,647	19,150,000	Howard, Needles, Tammen & Bergendoff	18,893,289	20,868,473	1,653,642
West Fremont Interchange (Unit 2)	7623	Drake-Willamette	8-26-71	Est. 1972	Included in above	126,200	11,270	3,885,300	"	3,270,487	3,715,410	Included in above
East Fremont Interchange, Unit "A"	7310	Drake-Willamette	9-11-69	Est. 1972	32,000	16,156,000	19,817	4,388,500	"	12,994,987	13,928,738	Included in above
East Fremont Interchange, Unit "B"	7311	Drake-Willamette	9-11-69	Est. 1972	Included in above	8,740,800	15,725	2,989,400	"	8,982,856	9,458,459	Included in above
East Fremont Interchange, Unit "C"	7312	Drake-Willamette	9-11-69	Est. 1972	Included in above	352,500	8,252	2,712,000	"	2,007,349	2,218,094	Included in above
TOTALS						59,297,500	162,621	36,085,200		71,352,333	78,432,276	2,367,642

TOTAL COST FREMONT BRIDGE COMPLEX $80,799,918

* Includes Additional Anticipated Items, Contingencies, and Construction Engineering

NOTED
TOM EDWARDS

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JAN 3 - 1972
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2- Ltr. Dtd

I 405-8(28)303
7623

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 23, 1971

To: John Howard
Resident Engineer

SUBJECT: West Fremont Interchange Unit 2
Contract 7623
Access to the R.M. Wade Company Building

Attached you will find a letter from the R. M. Wade Company dated December 17 addressed to Don Jones documenting the fact that as of December 17, the Wade Company property was turned over to the Oregon State Highway Division.

With the premises now vacated the elaborate specifications set up to protect the Wade Company interests during construction will no longer be required. The revision to the loading ramp and the restoration of the wall and sidewalk around the footing to be built in the ramp should be carried to completion.

You should be working with the contractor on arriving at a monetary credit reflecting the savings in not having to construct the right footing of Pier 11 during the hours specified and for the elimination of the elaborate falsework openings called for. Since the State is trying to place a tenant in the former Wade Company building, final design of falsework to be placed in front of the loading ramp should be delayed as long as possible so as not to conflict with use of the building in the event a tenant is found before the girder construction is completed.

R. L. SCHROEDER
Metropolitan Engineer

by

ORIGINAL SIGNED BY EDWARD L. HARDT

NOTED
A. E. JOHNSON

EDWARD L. HARDT
Assistant Metropolitan Engineer

ELH:cw
Attachment

cc: A. E. Johnson
Ivan Merchant

Cy Mailed 12-27-71

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DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 1 1971
FOR FILING

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

I 405-8(28)
7623

303

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

RECEIVED
DEC 1 - 1971
OREGON
STATE HIGHWAY COMMISSION

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: NOVEMBER 29, 1971

TO: OREGON STATE HWY. DEPT.

SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as:

17,275 LF - 14" X 117# STL HPILES A-36 A-6

in the county of _____, State of Oregon, and on the order of (contractor) DONALD M. DRAKE & WILLAMETTE WESTERN. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 29TH day of NOVEMBER 19 71, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

AR/vb
XXXXXXXXX CERTIFIED MAIL NO. _____
JOB: WEST FREMONT INTERCHANGE - UNIT 2

CONTRACT #7623
(address)

RECEIVED
OCT 29 1971
FOR FILING

I
7623

October 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

West Fremont Interchange
Stadium Freeway
FA Project No. I-405-8(20)303
Contract 7214
Contractor's Request For Additional Calendar Days

At the time of advertising for bids for the West Fremont Interchange the specifications were written to provide for completion of various phases of the work under three different "contract times". These were designated as "contract times" (a), (b), and (c).

In revision letter no. 1 dated March 7, 1969 as included in the contract, "contract time" (a) required completion of certain work before the elapse of 550 calendar days, "contract time" (b) required certain other work to be completed before the elapse of 730 calendar days and "contract time" (c) required completion of all work under the contract before the elapse of 850 calendar days.

"Contract times" (a) and (b) anticipated letting the adjacent project, West Fremont Interchange (Unit 2) at an early date and subsequently opening said Unit 2 and the work covered by "contract times" (a) and (b) to the motoring public prior to completion of all work under the subject contract. Unanticipated circumstances caused delay in letting Unit 2 and will prevent the early opening of a part of the interchange as originally anticipated. This eliminates the reason for specifying early "contract times" (a) and (b). The work under "contract time (a) has been completed and needs no further consideration. "Contract times" (b) and (c) have previously been granted an 80 day extension.

The contractor now requests a 120 calendar day increase in "contract time" (b) to allow simultaneous completion with "contract time" (c). Early completion of the work under "contract time" (b) is no longer advantageous to the State or the traveling public. This work must be combined with work yet to be completed under the Unit 2 contract in order to allow the motoring public access to a completed portion of the structure. Work on Unit 2 will not be completed in time to make early completion of

work under "contract time" (b) a benefit to the State or the public. An increase in "contract time" (b) will provide certain advantages to the State by allowing simultaneous final inspection of the work included under "contract times" (b) and (c) and by eliminating maintenance and damage liability for the work required under "contract time" (b) until final completion of the project.

During the period, June 3 to July 11, 1971 (39 days), the project was shut down due to labor strikes. The contractor was not charged days during this period and on the surface it appears he has lost no time. Actually the contractor exchanged summer working days for winter working days. Since the efficiency of the work is dependent upon the weather, the work capability during the winter days is less than during the summer days, it appears that the contractor is due some indeterminate number of additional days as compensation for the secondary delays caused by the difference in efficiency.

Due to modifications to the deck expansion joints as covered in Price Agreements 13 and 14, the contractor is required to bulkhead the deck at each expansion joint prior to pouring the main deck sections and to remove the bulkheads and pour the expansion joint sections after the main deck sections are poured. Bulkheading at 18 joints is estimated to require 13 calendar days and pouring the expansion joint sections will require 31 calendar days. Pouring of parapet rail after completion of the deck expansion joint sections will require an additional 14 calendar days. The total time required for expansion joint revision amounts to 58 calendar days.

Because of the delayed letting of the West Fremont Interchange (Unit 2) contract and the resulting loss of benefit to the State and motoring public due to inability to provide an early opening for a portion of the interchange, and due to the delay caused by expansion joint revision, and due to the secondary delay caused by the strike, an increase in "contract time" (b) of 120 calendar days is recommended. This will allow simultaneous completion of the work under "contract times" (b) and (c). Your approval of such an increase is requested.

Very truly yours,

R. L. Porter
State Highway Engineer
By

A. E. Johnson
Assistant State Highway Engineer

RLP/ajt. A. E. Johnson

cc: L. H. Young
V. Skoog
R. Schroeder
J. Howard

cc R. L. Porter
Tom Edwards

RECEIVED
OCT 28 1971
FOR FILING

I-405-8(28)303

7623

October 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7623
Prefix 626-1043
FAP I-405-8(28)303

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 3, covering construction of a temporary retaining wall on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

The temporary retaining wall is necessary to retain the fill slope along the south curb line of Upshur Street so that the full width of the street is usable until more right-of-way has been acquired.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on October 8, 1971.

Your approval as of October 8, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

JK:dg

RECEIVED
OCT 18 1971

OREGON STATE HIGHWAY DIVISION

I-405-8(28)303
7623

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 15, 1971

Drake-Willamette
1740 N.W. Flanders
Portland, OR 97209

Attn: Donald B. Kane

Gentlemen:

Re: West Fremont Interchange (Unit 2)
Stadium Freeway & Columbia River Hwy.
F.A. Proj. No. I-405-8(28)303
Contract No. 7623

We have received concurrence from the Federal Highway Administration of our approval of your proposed training programs for the Pile Driver, Carpenter and Iron Worker trainees on the subject contract.

Your cooperation in this matter is appreciated and will insure the success of this program.

Very truly yours,

F. D. Morgan
Construction Engineer

By M D Glenn

M. D. Glenn
E.E.O. Engineer

MDG:fr

bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Form E-123

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I 405-2(23)303
-1623

APPROVED EFFECTIVE DATE 11-2-71
Contingent upon modification of project agreement if additional funds are required
BY _____ Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS I.E.

Project Name Mont Fremont Interchange Unit 2 Date October 8, 19 71

Highway Stadium Freeway and Pacific Hwy Contract No. 7623

County Multnomah Prefix 626-1043

Contractor Drake-Willamette F. A. Project No. I-405-2(23) 303

Address 2035 N.W. 21th., Portland, Oregon 97209 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Maintain original street width on Upshur Stoet between 20th and 21st Streets. This to be done by constructing approximate 200 ft of temporary timber and H pile bulkhead on south curb lineof sufficient height to retain fill slopes.
1- Maximum equipment rate allowable as per ACC agreement.
2- Percentage allowed contractor is in accordance with executed contract for project.

J. Conte 11-10-71

Location by station numbers: SW 309 + 00 to SW 391 + 00

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

1.	Labor	$800.00
2.	Equipment	$300.00
3.	Materials	$700.00
	Total	$1800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

NOTED
TOM EDWARDS

Full width of Upsur Street is needed for access by property owners on north side . . Construction of fill as shown by plans is not possible until permission is received from the City for Upshur Street closure. Existing bid items do not cover this type of work so it ~~xx~~ must be done on an extra work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,715,410.3
Present estimate of project cost, including $1800.00 for work under this order	$3,582,300.4
Expected under-run ~~over-run~~ amount	$133,109.9
Expected under-run ~~over-run~~ per cent	3.58 %

Space to right of this line is for use of Salem Office

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Assistant Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved: _____ Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

RECEIVED
OCT 11 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(28)303
7623

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 4, 1971

In reply refer to: 08-35-DA/961

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(28)303
West Fremont Interchange (Unit 2)
FHWA Order Interim 7-2(2)

Mr. Johnson's September 21 letter submitted for approval training programs proposed by the contractor for the following crafts: Pile Drivers, Carpenters and Iron Workers. The Pile Driver, Carpenter and Iron Working Training Programs are existing apprenticeship programs which are approved by the U. S. Department of Labor.

It is recognized that you have emphasized to the contractor the provisions of the contract which state the training and upgrading of numbers of the minority groups are primary objectives.

AEJ Copy to Contr. 10-8-71

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
SEP 22 1971
FOR FILING

I-405-8(28)303
7623

September 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: West Fremont Interchange (Unit 2), Stadium Freeway & Columbia River Highway, F.A. Project No. I-405-8(28)303, Contract No. 7623

This contract was awarded on August 26, 1971, to Drake-Willamette of Portland. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide four trainees during the life of the contract. At the preconstruction conference on September 8, the contractor advised that the trainees would be furnished in the Pile Driver, Carpenter and Iron Worker crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Pile Driver, Carpenter and Iron Workers will be provided under existing apprenticeship programs from the State of Oregon which have been approved by the U. S. Department of Labor.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
E. S. Hunter
F. D. Morgan
Gene Huntley

DES:fr srb

Attachment

DONALD M. DRAKE COMPANY
1740 N.W. Flanders Street
Portland, Oregon 97206

LAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

DRAKE - WILLAMETTE JOINT VENTURERS

EAST FREMONT INTERCHANGE PROJECTS

1201 N. Loring Street
Portland, Oregon 97227

Routing: Morgan, Docker, Bond, Walker, [illegible], Johnson, Peaso, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
SEP 10 1971
CONSTRUCTION DIVISION

September 9, 1971

Oregon State Highway Department
1600 N. W. Savier Street
Portland, Oregon

Attention: Mr. John Howard, Resident Engineer

Re: West Fremont Interchange
Contract No. 7623
On-The-Job Training

Gentlemen:

We offer the following on-the-job training program as part of our Equal Employment Opportunity Affirmative Action Program required in the special provisions of referenced contract.

As training and upgrading of minority groups is a primary objective of this training provision, we shall make every effort to enroll minority trainees by recruitment through Associated General Contractors Manpower and Training Division, Concentrated Employment Program of the State of Oregon Employment Division, Project Outreach, and other minority recruitment sources likely to yield minority trainees.

TRAINEE NO. 1 - PILE DRIVER

Approximate Starting Date: October 1, 1971

Training: Per current State of Oregon Apprenticeship and Training Council Pile Driver Apprenticeship Standards.

Payment: Rates according to approved current training program and/or in accordance with contract specifications.

Training Period: Approximately two months under existing training program. Trainee will work under the direction of Pile Driver foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

TRAINEE NO. 2 - CARPENTER

Approximate Starting Date: October 18, 1971

Training: Per current State of Oregon Apprenticeship and Training Council Carpenter Apprenticeship Standards.

Payment: Rates according to approved current training program and/or in accordance with contract specifications.

Training Period: Approximately twelve months under existing training program. Trainee will work under the direction of Carpenter foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

TRAINEE NO. 3 & 4 - IRON WORKER

Approximate Starting Date: October 18, 1971

Training: Per current State of Oregon Apprenticeship and Training Council Iron Worker Apprenticeship Standards.

Payment: Rates according to approved current training program and/or in accordance with contract specifications.

Training Period: Approximately six months under existing training program. Trainee will work under the direction of Iron Worker foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee. These trainees will be employed by our Subcontractor, Mercer Steel Company.

We trust this on-the-job training program will meet with your approval and we are hopeful that this program will aid training within our industry.

Very truly yours,
DRAKE-WILLAMETTE JOINT VENTURERS

Donald B. Kane
Equal Employment Officer
By R. L. Bershers
Assistant EEO Officer
DBK/vs
cc: D. E. Swan, EEO Officer

RECEIVED
SEP 9 - 1971
FOR FILING

I-405-8(22)303

7623

September 9, 1971

Drake-Willamette
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7623 for work on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06106

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
Robert Schroeder
John Howard

RECEIVED
SEP 15 1971

9-9-71

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT

I-405-8(28)303

STATE PROJECT NO.

WEST FREMONT INTERCHANGE UNIT 2

FOR FILING OF APPROVAL AND/OR AUTHORIZATION

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME

MULTNOMAH

ITEM NO.

I-647

PROGRAM STAGE (Check)

[ ] 1 [X] 2

TO:

F-405-8(28)303
71.03

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 9-13-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 9, 1971	INTERSTATE ROUTE 405
		STATE ROUTE NUMBER
		STADIUM FREEWAY ROUTE #61

LIMITS OF AUTHORITY

AS REQUESTED IN MR. YOUNG'S SEPTEMBER 3, 1971 LETTER A MINOR PROGRAM CHANGE IS APPROVED ADDING UTILITY ADJUSTMENT , INCLUDING PREPARATORY WORK TO THE "CHARACTER OF THE PROPOSED WORK."

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) MINOR PROGRAM CHANGE
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-71	G. R. Simpson	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 15 1971

9-9-71

FOR FILING

I-405-8(28)303

7123

FORM PR-1240
(REV. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-405-8(28)303

STATE PROJECT NO.
WEST FREMONT INTERCHANGE
UNIT 2

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-647

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTED
A. E. JOHNSON

Orig to Comptroller
9-14-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 9, 1971	INTERSTATE ROUTE 405
		STATE ROUTE NUMBER: STADIUM FREEWAY - ROUTE 61

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED SEPTEMBER 9, 1971 ADDED UTILITY ADJUSTMENTS TO THE CHARACTER OF WORK FOR THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT. YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF PORTLAND'S WATER MAINS EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $23,700.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE CITY OF PORTLAND CONSISTING OF YOUR JULY 19, 1971 RAILROAD & UTILITIES ENGINEER'S LETTER, THE AUGUST 9, 1971 CITY OF PORTLAND'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S SEPTEMBER 1, 1971 LETTER.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-71	[signature]	For DIVISION ENGINEER

RECEIVED
SEP 14 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-405-8(28)303
1622

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 8, 1971

Drake-Willamette
1740 N.W. Flanders
Portland, OR 97209

Attn: Donald B. Kane

Gentlemen:

Re: West Fremont Interchange (Unit 2)
Stadium Freeway & Columbia River Hwy.
F.A. Proj. No. I-405-8(28)303
Contract No. 7623

This letter constitutes formal approval of your selection of crafts in which four trainees are to be provided on the subject contract. At the preconstruction conference in Portland today, September 8, 1971, you indicated that the trainees would be furnished in the Pile Driver, Carpenter and Iron Worker crafts.

It was indicated at the preconstruction conference and agreed to by you that you would submit your training program for approval by September 22, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By

D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
John Howard

RECEIVED
SEP 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 7 - 1971
FOR FILE

I-405-8(28)303
7623

September 3, 1971

Drake-Willamette
1740 N.W. Flanders St.
Portland, Oregon 97209

Gentlemen:

We are returning both copies of Contract No. 7623 for work on the West Fremont Interchange (Unit 2) for some further clarification concerning signatures.

For Willamette Western Corporation we note that J. Baskett, vice-president, has signed. Under Section 2, Article 5 of an excerpt from your bylaws, this appears to be in order. However, under Section 3 we note the following: "The secretary...shall sign with the president all instruments requiring such signature". It appears that your secretary should sign under Mr. Baskett's name on both copies of the contract.

The prequalification statement submitted by Donald M. Drake Company states that the president is authorized to sign contracts. On the last contract that we have with Donald M. Drake Company we note that both the president and the secretary signed. If the president is authorized to sign alone, we would appreciate receiving an excerpt from your corporation so advising us. Otherwise, the secretary should sign under Mr. Drake's signature on both the contract and bond pages.

Very truly yours,

Floyd Chery, Secretary
OREGON STATE HIGHWAY COMMISSION

FC:sss

cc F. D. Morgan
I. D. Merchant
Robert Schroeder
John Howard

RECEIVED
SEP 3 - 1971
PORTLAND

I-405-8(28) 303
7673

September 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

West Fremont Intchge., Unit 2
Project I-405--8(28)303
Stadium Freeway
Multnomah County

Dear Sir:

We hereby request your approval of a minor program change on the subject project to add to the "Character of Proposed Work" utilities adjustment required including preparatory work.

The utility involved is the City of Portland, Bureau of Water Works. The work is to be performed by the city of Portland forces. The utility agreement and estimated cost of the work has been submitted for your approval under Mr. Litchfield's letter of September 1, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

RECEIVED
SEP 3 - 19..
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

I-405-1(28)303

HIGHWAY BUILDING • • • SALEM, OREGON • PHONE 378-6511 • • • 97310

September 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Water Facilities Adjustment
Bureau of Water Works, City of Portland
West Fremont Interchange, Unit 2
Stadium Freeway - I-405
Project No. I-405-8(28)303

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of the Bureau of Water Works' estimate of cost to adjust their facilities dated August 9, 1971.

2. Two (2) copies of a sketch prepared by the Bureau of Water Works showing their proposed relocation.

Certification as to eligibility for reimbursement is covered by State-City agreements dated April 13, 1962 and November 24, 1964 and supplements thereof.

An appropriate permit for the Utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves segments of facilities which total less than one (1) mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw
Attach.
cc A. E. Johnson
V. L. Gallagher (2)

RECEIVED
SEP 3 - 1971

I 4/5-8(28)303
1623

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 31, 1971

SUBJECT: West Fremont Interchange
Unit II
Contract No. 7623
R. M. Wade Company

To: John Howard
Resident Bridge Engineer
State Highway Division
B U I L D I N G

Attached you will find a four page agreement entitled Acquisition and Possession of Certain Property together with a copy of a letter by Mr. A. E. Johnson dated April 13, 1971 and a colored plan entitled Exhibit "A". This letter and plan are by referenceaa part of the attached agreement. Please note that what is called Stage I on this plan is in reality the work to be done under the subject project, Unit II of the West Fremont Interchange.

This agreement between the Oregon State Highway Commission and R. M. Wade & Company covers the acquisition of Wade's property as required for the West Fremont Interchange. Your attention is directed to paragraph 4 and 5 of this document. Paragraph 5 sets forth the understanding between the State and Wade with regard to the conduct of the subject project as it affects Wade's access to his property.

I believe the understanding as listed in paragraph 5 has been embodied in the Special Provisions for the subject project and you are cautioned to make sure that the Contractor lives up to these specifications. In the event there is a conflict between this agreement and the job specifications, the Highway Commission's agreement with R. M. Wade will have to take precedence.

R. L. Schroeder
Metropolitan Engineer

By:

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
Encs
cc: A. E. Johnson

RECEIVED
JUL 16 1971
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

XXXXXXXXXXXXXXXXXXXXXX

505 State Highway Building

July 13, 1971

Mr. Herb Winfree
Attorney at Law
333 Pacific Building
Portland, Oregon 97204

Dear Herb:

As per your request, I forward you herewith the proposed re-written agreement respecting the Wade acquisition. The changes made are:

1 - New description of property to be acquired.
2 - Addition of paragraph #7, respecting payment of rent.

A copy of this proposed agreement has been forwarded to the Federal Highway Administration for their review. As you know, the addition of paragraph #7 was made at their request.

I shall keep on top of this matter and b ring the same to the attention of the Commission as soon as Federal approval to proceed is received.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
TOM EDWARDS

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg
Enc.

cc - Mr. J. L. Schwabe
Mr. Tom Edwards
Mr. D. H. Moehring

RECEIVED
JUL
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1971

April 23, 1971

Mr. Wade Newbegin, President
R. M. Wade and Company
1919 N.W. Thurman Street
Portland, Oregon 97209

Dear Mr. Newbegin:

This will acknowledge receipt of your letter of April 14, 1971, in which you again request that we agree to delay until July 1973 any additional contract after our proposed first-phase contract in July 1971.

In reply to your letter, I submit the following:

1. In the original taking of a section of your property, we dealt in good faith in purchasing such portions as the Federal Highway Administration would approve.

2. After that taking and after the project had been designed, the Federal Highway Administration approved an extension of I-505.

3. This required additional ramp configuration. The previously conceived project was shortened to permit this redesign.

4. The redesigned project is to be partially constructed in July 1971 on right-of-way which is now under the control of the State.

5. The proposed contract will provide a ground connection for the northwest terminal of the Fremont Bridge. This is an extremely important facility and the connection must be completed.

6. We cannot specify a time when future construction will take place. We can only advise you of facts as we now know them, as follows:

(a) The contract to be let in July 1971 will have a completion time of approximately one year. Because of possible conflict between contractors, it is not probable that we will let further contracts within that time period; but we cannot guarantee this.

(b) The City of Portland has not, as yet, approved the ramp configuration on the project north of 21st Street, nor have they approved the housing replacement requirements.

(c) Immediately upon approval of these details, we will initiate negotiation with you for the final taking. These negotiations may include, but not necessarily be limited to (1) a partial taking, (2) a total taking, (3) a partial taking with leaseback of occupancy rights, or (4) a taking of air rights.

(d) We cannot at this time advise you of any specific dates. We can only assure you that upon receipt of Federal Highway Administration and City approval, we will initiate appraisal and negotiation procedures. Under any arrangement finally reached, reasonable practices with respect to re-establishment, wherever the point may be, will be followed.

We take specific exception to your statement, "Since the problem was caused by error of the Highway Department". As outlined above, there has been no error. The entire problem has been caused by approval of additional facilities after the original project was conceived, designed and reached the contract stage.

In previous meetings, we have agreed to steps necessary to provide free and continued access to your operation. We have nothing further to offer at this time, except to reiterate that we can only proceed as outlined under 6(d) above.

bc: R. E. Simpson

R. L. Porter
Tom Edwards
F. B. Klaboe
L. I. Lindas
D. H. Moehring
I. D. Merchant
F. D. Morgan
C. G. Swenson

AEJ/TE:sr

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

R. L. Schroeder, Louis Grothaus

RECEIVED
APR 26 1971
WADE NEWBEGIN
PRESIDENT
PORTLAND, OREGON 97208

CERTIFIED
No. 679233
MAIL

April 14, 1971

NOTED
A. E. JOHNSON

Oregon State Highway Division
Highway Building
Salem, Oregon

Attention: A. E. Johnson
Assistant State Highway Engineer

Gentlemen:

In answer to your letter of April 13, the points that you have covered are all satisfactory but to no avail because of your paragraph 6.

Your failure to agree to give us until July 1973 places us in an impossible position. Our business is seasonal, and if a move is to be made into a new building it will have to be done in the months of November and December. This would give us a maximum of six months to locate property, have a suitable building designed, let the contracts and build a building. You take years to acquire property, plan a highway, etc., and we are supposed to do a similar job in days.

Unless you advise us within ten days that you can comply with our request, it will be necessary for us to bring our case to higher state authorities and others. Since the problem was caused by the error of the Highway Department, I had felt that our request would be honored. Evidently you still do not understand our problem or, if you do, you do not care what happens to our company.

If you have an alternate plan to offer within the ten day period, we would be willing to meet with you and discuss it.

Yours very truly,

Wade Newbegin
President

Answered 4/23/71

WN:nr

Certified Mail

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1971

April 13, 1971

Mr. Wade Newbegin, President
R. M. Wade and Company
1919 NW Thurman
Portland, OR 97209

Dear Mr. Newbegin:

At our meeting on March 5, there were several items which you requested that we consider in connection with our proposed construction of the West Fremont Interchange extension. Due to personnel illnesses, our reply has been delayed considerably longer than it should have been, and I offer sincere apologies.

Subsequent to our meeting, Mr. L. I. Lindas, our Chief Counsel, met with Mr. Herbert W. Winfree, your attorney and counselor at law. Following Mr. Lindas' report, your requested items have been considered by the Highway Division and the State is able to make the following commitments if acceptable to you.

(1) We have asked our design consultant to move the location of Bent 11 as close as feasible to your entrance wall in accordance with your desires.

(2) We will provide in our first contract to cut back the west wall of your loading ramp approximately 18 feet at the back of the sidewalk in order to provide you better truck access to your loading dock.

(3) As soon as plans are received from our consultant and prior to letting a contract for our next project, we will furnish you sketches of our false work opening opposite your loading dock (approximately 65-foot opening) and indicate a plan of access lanes for trucks and vertical clearance under the proposed structure.

(4) We will provide in our contract specifications that the access lanes to your loading docks be kept clear and

available for trucks at all times during business hours, 8 a.m. to 6 p.m., Monday through Friday.

(5) We will provide in our contract specifications that work on the footing and column of Bent 11 nearest your building be done outside of business hours, 8 a.m. to 6 p.m., Monday through Friday, and that any excavation be covered during business hours.

(6) You requested a maximum of eight months to decide whether or not to move to new quarters and that no work be started on the second stage for two years after the start of Phase 1.

We anticipate letting our first phase during July 1971, and we will not let any additional contract until at least July 1972. Due to the nature of our federal funding and the time schedule for the federal Interstate System, we cannot promise our contracting date for the remainder of the work past July 1972. We do not see any problem, however, in your request for a delay of a maximum of eight months for you to decide whether or not to move but would request that you advise of your decision as soon as possible.

We previously indicated to you that we would make provisions for truck access to your loading dock at all times during the construction of the bridge and this same assurance would be extended to the second phase of the work.

We have also indicated to you that it is possible to construct both phases of the proposed project with your full occupancy of the building.

(7) At our meeting on March 3, you indicated your approval for us to proceed with appraisals. You also inquired as to the possibilities of our acquiring air rights from you in lieu of fee title of property. It is possible to acquire air rights; however, in such a case, it would be necessary to develop use restrictions acceptable to the Federal Government.

(8) You inquired as to a priority on using adjacent areas under our structure in the event we acquire fee title and you elect to remain in the building. I am advised that it is possible for us to negotiate directly with you for use of the area under our structure; however, again, there may be certain restrictions necessary, as mentioned in Item 7 above.

If you wish to discuss this further, please do not hesitate to call us. In view of our previous negotiations with you and recognizing that our plans have changed materially, we appreciate the cooperation that you have given us in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:vm
Att. - FHWA 3-25-71 letter
and FPM 80-3, Attachment 3

bc R. E. Simpson, FHWA

bbc R. L. Porter
Tom Edwards
F. B. Kiaboe
L. I. Lindas
D. H. Moehring
I. D. Merchant - Please prepare necessary sketches.
F. D. Morgan
C. G. Swenson - Please note specification provisions.
R. L. Schroeder
Louis Grothaus

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 25, 1971

In reply refer to: 08-35.7/
I-405-8(3)302

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
HNT&B Design-West Fremont Structures
R. M. Wade Property, File 44642

Once the basic physical features of the structures affecting the Wade property have been established in sufficient detail the right of way appraisals approved by our February 5 letter should proceed immediately to allow maximum lead time.

Inasmuch as a right of way of limited vertical dimension is being given consideration it will be necessary to develop use restrictions which can be considered by the appraisers. Use restrictions should conform to the guidelines of Attachment 3 of PPM 80-5.

Enclosure

cc:
OSHD (Moehring)
OSHD (Bridge)
Mathias
Schell

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
MAR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Box 300
Salem OR 97308

February 5, 1971

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

08-35.7

Original Signed by
R. E. Simpson

R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-405-8(3)302
Fremont Interchange-Sunset Interchange Section
File 44642 - R. M. Wade and Co.

Based on Right of Way Plan Sheet No. 2a, submitted with Mr. Young's September 18, 1970 letter, Federal funds will participate in the cost of appraising the proposed acquisition of File 44642 (R. M. Wade and Co.).

The appraisers may consider alternatives to a fee taking such as a right of way of limited vertical dimension. Acquisition of a right of way of limited vertical dimension would require approval by this office. If this approach is considered practical the additional costs of construction must be given consideration.

Approval to negotiate should be requested at such time as design acceptability is established as outlined in my September 23, 1970 letter.

cc:
OSHD (Edwards)
OSHD (Young)
OSHD (Moehring)

AIRSPACE REQUIREMENTS

In any case where it is proposed to allow the use of airspace within the right-of-way for other than highway purposes or to acquire a right-of-way of limited dimension, the State must establish to the satisfaction of the Bureau of Public Roads that the proposal will not:

(a) impair the full use and safety of the highway;

(b) require or permit vehicular access to such space directly from the established grade line of any controlled access highway;

(c) otherwise interfere with the free flow of traffic on the Federal-aid highway; or

(d) result in violation of Part 626 of the Regulations of the Administrator, Federal Aviation Agency, as amended.

Where a proposal meets the foregoing criteria, it may be approved subject to the following conditions to protect the public interest:

1. Federal funds will not participate in any added costs whatsoever of construction of the highway project required by such proposal; i. e., for additional right-of-way, increased clearance for depressed highways, structural columns, ventilation, lighting, signing, etc.; or other changes in design, construction methods, or materials, unless such costs are offset by reduction in right-of-way costs.

2. That the State and Public Roads shall approve prior to commencement of construction:

(a) the nature and term of the proposed use;

(b) the general design of the proposed facilities and such plans as the State highway department and Public Roads deem necessary to review; and

(c) the proposed manner of constructing and maintaining the facilities including advance arrangements for emergency maintenance procedures.

3. The proposed use of airspace below the grade line of the highway will not, at any point within the boundaries of the right-of-way, extend above a horizontal plane which is at least eight feet below the underside of an elevated structure, and the proposed use of airspace above the grade line of the highway will not, at any point within the boundaries of the right-of-way, extend below a horizontal plane which is at least 16 feet 4 inches above the grade line of the highway, except as necessary for columns, foundations, or other support structures, and except that use of airspace by vehicles may be permitted within the eight-foot clearance area below viaducts where appropriate. Where control and directional signs needed for the highway are to be installed beneath an overhead structure, vertical clearance will be at least 20 feet from the grade line of the highway to the lowest point of the overhead structure.

4. No use will be permitted of airspace ramps and the roadways with which they connect as will require piers, columns, or any other facilities to be placed so as to interfere with necessary visibility or reduce sight distances of drivers or in any other way interfere with the safety and freedom of traffic on such ramps and roadways.

5. All structure supports will be placed so as to clear the shoulders and safety walks of the highway and so as to conform to any other horizontal dimensions established by the highway department and the Bureau, provided that where the State highway department, with Bureau approval, determines there is sufficient width of median or outer separation and that location thereof within the median or outer separation will not interfere with the highway, supports may be located in the median or outer separation. All supports will be back of or flush with the face of any wall at such location. No supports will be located in the vicinity of the approaches to ramps or to the signing necessary to the use of such ramps in such position as will obstruct the view of approaching drivers.

17. In proposals for the use of airspace for nonhighway purposes, consideration will be given by the State highway department and Public Roads to all future needs for such airspace for public highway purposes.

18. The instructions contained herein with respect to the use of airspace above or below the grade line of the highway do not apply to installations of public utility facilities occupying the rights-of-way of the Interstate Highway System pursuant to the AASHO Policy on Accommodations of Utilities on the Interstate System, 1959, accepted by the Bureau of Public Roads. (PPM 40-2, 3a(2)(g), October 26, 1961).

19. Where authorization is given by the Director to occupy the airspace for nonhighway purposes involving the construction or alteration of structures the nature of which is such that notice to the Administrator, Federal Aviation Agency, is required by Part 626 of the Regulations of the Administrator, Federal Aviation Agency, as amended, such authorization will be subject to the conditions:

(a) that such notice will be given as required and Public Roads be advised thereof;

(b) that the design and construction of the proposed facility will conform to the proper applicable criteria established by Part 626 of the Regulations of the Administrator, Federal Aviation Agency, to assure the safety both of the authorized nonhighway use of airspace within the right-of-way and of air navigation.

20. Each case will be considered upon an individual basis by the State highway department and Public Roads.

21. Disposition of income received from the authorized use of airspace will be the responsibility of the State.

22. Each proposal by a State for the use of airspace will be submitted to the Director for approval. Proposals for incorporation of authorization in a project agreement, may be made at any time prior to execution of the project agreement. Applications for revision of a project agreement thereunder may be made at any time. The State's application will show:

a. A general statement of the proposed use;

b. the State's legal authority to use or permit such use of airspace;

c. how and by whom the space is to be developed and operated;

d. the general design for use of the space, including the construction of facilities; and

e. any other information available to assist in evaluating the State's proposal.

RECEIVED
MAR 3 - 1971

March 2, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97301

Dear Sir:

Re: West Fremont Interchange
FAP I-405-3(31)301
Third Supplement to Agreement with
Howard, Needles, Tammen & Bergendoff

Yellow 72 14 Consult.

We have a second supplement dated September 30, 1970, to our original engineering agreement that authorizes our consultant, Howard, Needles, Tammen & Bergendoff, to prepare plans, specifications, estimates, etc., for Unit 2 of the West Fremont Interchange, essentially, the Industrial Freeway connection. The second paragraph of our letter of January 8, 1971, outlined the order of the consultant's work.

It now develops that the original plan for locations of columns (approved by this office and forwarded to our consultant November 25, 1970, and concurred in by your office November 18, 1970) is generating an access problem to the Wade properties in the project area that cannot be tolerated. Details pertinent to the problem and the solution to the problem are outlined in the attached memorandum of conference of February 18, 1971.

Our consultant, by weekly report of February 18, 1971 (copy attached) states that he has Stage I construction design 100% complete and plans for the same 92%, and that this constitutes 59.5% of the work required by the second supplement. We have reviewed the consultant's work to date and find this statement to be reasonably accurate. The consultant has furnished, in duplicate, copies of all work completed to date under Supplement No. 2. These data consist of plans, design calculations, detail calculations, special provisions, and quality calculations. One copy of each is attached.

Yours very truly,

Necessary revisions to the consultant's work to date to provide a solution to the problem are a major undertaking. At the conference on February 18, the consultant advised us that the additional work would cost approximately $84,000. His final figure for the work and the supporting data is as stated in his February 23 letter (copy attached). The Division's estimate of the cost of the work is attached.

We propose a third supplement to the original documents to document the additional work. Four copies of this proposed supplement are attached.

Mr. Schell and Mr. Valach of your office and Mr. Tokerud of your Portland office, who were in attendance at the conference, indicated tentative approval of the proposed solution to the problem.

The consultant was advised verbally by Mr. I. D. Merchant to proceed with the work on February 19, 1971.

Will you please review the attached documents and advise whether they are satisfactory to you so that the additional cost of the work can be a part of the cooperative project costs.

Mr. Merchant is the liaison agent for the Division with the consultant.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments
W. J. Hart Memo of 2/18/71
Howard, Needles, Tammen & Bergendoff Weekly Report, 2/18/71
" " " " Letter, 2/23/71
Division Estimate, 2/19/71
Third Supplemental Agreement
Consultant's Data (file copies in Bridge)

bc R. L. Porter
Tom Edwards
I. D. Merchant
CAG:ag ms

RECEIVED
MAR 1 - 1971
FOR FILING

March 1, 1971

Mr. Wade Newbegin, President
R. H. Wade Company
1919 N. W. Thurman
Portland, Oregon 97209

Dear Mr. Newbegin:

The problem of maintaining satisfactory access to your dock facilities during construction of the next unit of the West Fremont Interchange has been studied by our staff. We now have a revised preliminary plan for your consideration which will provide that access. We are attaching prints of the following described drawings for your study:

Sheets 1 through 5 - preliminary plans, Fremont Bridge Approaches, West Fremont Interchange, dated 2-24-71

Sheets 1 and 2 of these drawings are a general plan of a revised span and column arrangement for both the next stage of construction and the ultimate construction.

Sheets 3 and 4 are elevation views of the revised support substructure in the vicinity of your building.

Sheet 5 is a larger scale drawing on which the proposed new span and column arrangement opposite your access ramp is shown in greater detail.

The footing sizes for Pier 11, the pier opposite your office entrance, are shown on Sheets 4 and 5.

One set of Sheets 1 through 5 are enclosed.

Exhibit "A"

This drawing is a composite drawing showing both the previous span and column arrangement and

and the proposed new span and column arrangement. Five prints of this drawing are enclosed.

Cross Section at Station 384+50

This sketch shows the relationship of the various structure ramps to the existing ground and your building at a point approximately opposite your office entryway. Five prints of this sketch are also enclosed.

Your attention is directed to a slight variation in the position of Pier 11 as shown on Sheets 1, 2 and 3 and that as shown on Exhibit "A". The final position of Pier 11 can be adjusted within the construction clearance limitations to your building. The final location of Pier 11 will be determined after you have had a chance to review this data and comment. The construction for the Pier 11 footings adjacent to your building will be scheduled during your nonwork hours. Access will be maintained across the footing construction area during business hours. The contract documents for the next project will specify that openings shall be provided and maintained in the construction falsework for the spans opposite your loading ramp in order to maintain your access.

These drawings are being sent to you for your study prior to our meeting scheduled for Friday, March 5. If any question on the data shown on the attached material should arise before the scheduled meeting date, please feel free to call.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enclosures
cc Howard, Needles, Tammen & Bergendoff
Attention Mr. Jack Kopetz
bc R. L. Porter
Tom Edwards
I. D. Merchant
R. L. Schroeder w/ 1 set of encls.
WJH:dh ms

Copies of enclosures in Bridge Section files

RECEIVED
FEB 26 1971

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
February 24, 1971

SUBJECT: West Fremont Intch., Unit II
Bridge 9268A

To:
Memo to the Files

At 1:30 p.m. on Thursday, February 18, 1971, a meeting was convened in the office of the Bridge Engineer between representatives of the Highway Division and the Federal Highway Administration. Those in attendance were Messrs. Johnson, Merchant, and Hardt of the Oregon State Highway Division; Mr. Kopetz of the consulting firm of Howard, Needles, Tammen & Bergendoff; and Messrs. Schell, Valach, and Tokerud of the Federal Highway Administration; and the writer.

The subject of the meeting was the design of Unit II of the West Fremont Interchange and, more specifically, the relationship of the R. M. Wade property to that design. The discussion opened with an explanation on the location and operational characteristics of the Wade Company. The Wade Company is a wholesaling-retailing outlet for various farm irrigation equipment. The Wade property occupies the blocks bounded by Thurmond and Upshur Streets between Northwest 19th and Northwest 20th Avenues. A single-story warehouse building with attached office space occupies approximately one-half of the property. The remainder of the block is yard area utilized for storage and fabrication purposes. There is a rail siding along the north edge of the property and a truck-loading ramp with access to Thurmond Street on the south side of the building. The operational characteristics of the warehousing are strongly oriented to the arrangement of the rail and truck access. A portion of the business's material handling is direct rail-to-truck transit without in-house storage. Disruption of either the truck or rail access would seriously impede the Company's operations.

The importance of the truck ramp access to the operation of the Wade business was recognized early in the original interchange design. In a letter of May 12, 1964, to the Wade Company, the Highway Division guaranteed access to the truck ramp both during and after construction. This guarantee was based on the original interchange pattern. Plans for the entire project were prepared and advertised for bids. At this time approval of the Industrial Freeway west of Northwest 21st Street dictated a revision in the interchange structure ramps west of Northwest 19th. For that reason the interchange structure west of 19th was deleted from the present contract during the project advertising period.

The right of way taking from the Wade property for the original interchange plan was limited to a triangular piece measuring approximately

290 feet along the north boundary of Thurmond and approximately 140 feet along the east boundary of Northwest 20th. There was no overbuilding of the existing building and the remainder of the property remained intact and operational.

Under the original interchange plan, the Freeway terminated at Northwest 21st with the interchange structure limited to two ramp structures. The extension of the Industrial Freeway west of 21st revised the interchange pattern west of 19th from two structure ramps to five structure ramps. The revised plan spread out the ramps laterally and placed structure over the Wade building and their truck ramp proper. In addition, the interchange revision necessitated realignment of Thurmond Street to the south of its present alignment.

When the revised alignment was transmitted to Howard, Needles, Tammen & Bergendoff for redesign of the westerly terminus of the interchange, no mention was made of any restriction on span arrangement or column placement as related to the Wade property. The assumption was made at that time that the revisions in the interchange plan would necessitate the right of way taking of the Wade property in its entirety.

The construction of Unit II was planned to occur in two stages. The initial construction would be limited to a structure within present right of way limits. This would permit construction of two ramps to provide a temporary connection to Northwest 21st Avenue. The Stage I construction required early scheduling in order for completion of the temporary connection to match the anticipated completion date for the main Fremont Bridge. On a cost benefit basis the opening of the westerly terminus of the interchange is of considerable significance.

In October of 1970 the preliminary layout of spans and column locations for Unit II were received from Howard, Needles, Tammen & Bergendoff. The span arrangement shown in this submittal placed one column under Stage I and two columns under Stage II directly in the area of the Wade truck access ramp. The column of concern under Stage I was located in what is now Thurmond Street. The two columns under Stage II were located within the truck ramp proper. This preliminary layout for Unit II was reviewed by the Bridge Section, by the Office of the Metropolitan Engineer, and by the Office of the Federal Highway Administration. The layout was approved essentially as submitted by all those charged with its review.

On Friday, February 12, 1971, the preliminary plan for Stage II was shown to representatives of the R. M. Wade Company. Their reaction to the placement

of the column in Thurmond Street in front of their truck ramp was negative. They stated they could not operate semi trucks under the clearances and turning restrictions imposed by the presence of that column. They further indicated that it would require approximately two years for them to secure new facilities in which to move their operation. Any serious restriction on their operations within that two-year period would, in effect, terminate their business. They also suggested that if a span and column arrangement could be arrived at which would allow them to operate under both Stage I and Stage II construction, that they might consider retaining the property under a multiple-use arrangement.

On the basis of the above conditions and imposed restrictions, Mr. Kopetz was requested to restudy the span and column layout with the thought toward clearing the truck loading dock and building of columns. A revised preliminary plan meeting the above conditions has been prepared. It appears that this revised plan is, in several respects, superior to the original plan for Unit II in features other than those relating directly to the Wade property.

In reviewing the first plan for Unit II, it was determined that the ends of the structure could be shortened by moving the end of the structure closer to Northwest 20th. By rearranging the spans, it was possible to eliminate several columns. This produced an esthetically superior structure layout by reducing the columns of the previous plan. Mr. Kopetz indicated that the final design and preparation of plans for the original Unit II Stage I span arrangement is approximately ninety percent complete. The revision in the span arrangement being considered now will result in abandonment of a substantial portion of this final design.

It was a consensus of all those in attendance that there was little alternative but to make the plan revision proposed. From an operational and cost benefit basis, the westerly terminus of the interchange must be completed concurrently with the main span of the Fremont Bridge. A second benefit gained by the revised plan is that the Wade building can be overbuilt with the existing building being left essentially intact. The Wade Company has indicated an interest in retaining their operations at this location under a multiple-use agreement. This will be the subject of further discussion with Wade personnel during the first week in March.

Messrs. Schell, Valach, and Tokerud indicated preliminary concurrence of the Federal Highway Administration in the revisions of the Unit II span arrangement as discussed earlier. They agreed that under the right of way restrictions imposed it was the only reasonable alternative available. They also recognize their obligation in the original Unit II plan which was reviewed

and approved by their office on November 18, 1970. Mr. Kopetz has indicated a cost of $84,000 for the redesign proposal. Mr. Schell and Mr. Tokerud indicated they would recommend approval of Federal participation in this redesign due to the circumstances described above.

The original consulting agreement with Howard, Needles, Tammen & Bergendoff for the design of the Fremont Interchanges was amended to cover the design of Unit II in September 30, 1970. This addendum to the original design agreement will request modification on the amount of an additional $84,000 to cover the redesign. This modification to the design agreement will be submitted to the Federal Highway Administration for their approval on, or about, March 1, 1971.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh

cc M. J. Kopetz
H. A. Schell, Jr.
Roy Tokerud
A. E. Johnson
Edward L. Hardt

RECEIVED
FEB 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
FEB 12 1971
FOR FILING

February 11, 1971

Mr. Wade Newbegin, President
R. M. Wade Company
1919 N. W. Thurman Street
Portland, Oregon 97209

Dear Mr. Newbegin:

In our meeting at your place of business yesterday, you requested that we delay taking of bids for our next project in the vicinity of your business until May 29, unless we have a satisfactory solution for temporary operation of your loading dock during construction.

The purpose of this letter is to advise you that we will not take bids until we have worked out a satisfactory solution for your access problems in connection with your present dock.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:er

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. D. Morgan
F. D. Merchant 2-12-71
Ed Hardt

RECEIVED
AUG 31 1971
FOR FILING

I-405-8(28)303

7623

August 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of August 26, 1971, is requested in the award of contract for the West Fremont Interchange (Unit 2) Section, Project No. I-405-8(28)303.

The contractor receiving the award is Drake-Willamette in the amount of $3,270,487.00 with Contract No. 7623 assigned. This bid was received on July 29, 1971, and awarded August 26, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration Endorsement.

Date_____

I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED
SEP 1 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

RECEIVED
DONALD M. DRAKE COMPANY
AUG 27 1971

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 26, 1971

E-405-8(28)303

Drake-Willamette
1740 N. W. Flanders Street
Portland, Oregon 97209

7623

Gentlemen:

The State Highway Commission on August 2, 1971, accepted your proposal for work on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and the Columbia River Highway in Multnomah County and referred it to the State Highway Engineer with authority to award the contract as soon as necessary agreements are signed by the City of Portland and approval of the Federal Highway Administration is received.

The State Highway Engineer today awarded you the project, which has been assigned Contract No. 7623.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 15, 1972.

It shall be understood that in accepting this contract, the contractor agrees that he shall make no claim for any excise taxes imposed on foreign material to be used in this contract by order of President Richard M. Nixon effective August 16, 1971. A copy of the Presidential Order and a statement from the Federal Highway Administration are attached for your information.

It is further agreed and understood that this contract shall not include any work west or northwesterly of N. W. 21st Avenue until orders to proceed are issued by the Engineer.

Please indicate your acceptance or rejection of these provisions on the enclosed copy of this letter and return it to us.

Very truly yours,

Floyd Query

Floyd Query, Secretary
Oregon State Highway Commission

kl
Enclosures

* Provisions of this letter are accepted Grant Drake
Signed

Provisions of this letter are rejected _____
Signed

* As indicated by our signature above, we accept the additional terms as outlined, except that in accordance with Article 103.08 of the Standard Specifications for Highway Construction, we request the completion date of the Contract be extended by seven calendar days to July 22, 1972.

NOTED
FLOYD QUERY

Copy of this letter to Admin 9-1-71

RECEIVED
SEP 1 1971
OREGON
STATE HIGHWAY COMMISSION

Form FHWA-121 (12-47)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SEP 2 - 9A

I-405-8(28)303

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

1623

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: August 24, 1971

In reply refer to: 08-35.1/430.1

SUBJECT: Oregon Project I-405-8(28)303, West Fremont Interchange (Unit 2)

In connection with the award of contract for the subject project your attention is invited to the enclosed special report on the Presidential Proclamation 4074 imposing a 10 percent supplemental duty on imports.

Paragraph 2, Subpart C headnotes states, "Additional duties imposed -- The duties provided for in this subpart are cumulative duties which apply in addition to the duties otherwise imposed on the articles involved. The provisions for these duties are effective with respect to articles entered on and after 12:01 a.m., August 16, 1971, and shall continue in effect until modified or terminated by the President or by the Secretary of the Treasury" ---

Before the contractor signs the contract, if he so elects he should clearly understand that the provisions of the Presidential Proclamation became effective at 12:01 a.m., August 16, 1971, and that he is accepting the contract subject to the 10 percent supplemental duty of imports without relief under the terms of the contract.

Simpson:nig

Enclosure
Report

RECEIVED
AUG 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8-26-71
CY
Ltr
Query

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

8-16-71 -

SPECIAL REPORT

APPENDIX E

TEXT OF PRESIDENTIAL PROCLAMATION 4074 IMPOSING 10 PERCENT SUPPLEMENTAL DUTY ON IMPORTS (OFFICIAL TEXT)

IMPOSITION OF SUPPLEMENTAL DUTY FOR BALANCE OF PAYMENTS PURPOSES 4074

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS, there has been a prolonged decline in the international monetary reserves of the United States, and our trade and international-competitive position is seriously threatened and, as a result, our continued ability to assure our security could be impaired;

WHEREAS, the balance of payments position of the United States requires the imposition of a surcharge on dutiable imports;

WHEREAS, pursuant to the authority vested in him by the Constitution and the statutes, including, but not limited to, the Tariff Act of 1930, as amended (hereinafter referred to as "the Tariff Act"), and the Trade Expansion Act of 1962 (hereinafter referred to as "the TEA"), the President entered into, and proclaimed tariff rates under, trade agreements with foreign countries;

WHEREAS, under the Tariff Act, the TEA, and other provisions of law, the President may, at any time, modify or terminate, in whole or in part, any proclamation made under his authority;

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, acting under the authority vested in me by the Constitution and the statutes, including, but not limited to, the Tariff Act, and the TEA, respectively, do proclaim as follows:

A. I hereby declare a national emergency during which I call upon the public and private sector to make the efforts necessary to strengthen the international economic position of the United States.

B. (1) I hereby terminate in part for such period as may be necessary and modify prior Presidential Proclamations which carry out trade agreements insofar as such proclamations are inconsistent with, or proclaim duties different from, those made effective pursuant to the terms of this Proclamation.

(2) Such proclamations are suspended only insofar as is required to assess a surcharge in the form of a supplemental duty amounting to 10 percent ad valorem. Such supplemental duty shall be imposed on all dutiable articles imported into the customs territory of the United States from outside thereof, which are entered, or withdrawn from warehouse, for consumption after 12:01 a.m., August 16, 1971, provided, however, that if the imposition of an additional duty of 10 percent ad valorem would cause the total duty or charge payable to exceed the total duty or charge payable at the rate prescribed in column 2 of the Tariff Schedules of the United States, then the column 2 rate shall apply.

C. To implement section B of this Proclamation, the following new subpart shall be inserted after subpart B of part 2 of the Appendix to the Tariff Schedules of the United States:

Subpart C -- Temporary Modifications for Balance of Payments Purposes

Subpart C headnotes:

1. This subpart contains modifications of the provisions of the tariff schedules proclaimed by the President in Proclamation 4074.

2. Additional duties imposed -- The duties provided for in this subpart are cumulative duties which apply in addition to the duties otherwise imposed on the articles involved. The provisions for these duties are effective with respect to articles entered on and after 12:01 a.m., August 16, 1971, and shall continue in effect until modified or terminated by the President or by the Secretary of the Treasury (hereinafter referred to as the Secretary) in accordance with headnote 4 of this subpart.

3. Limitation on additional duties -- The additional 10 percent rate of duty specified in rate of duty column numbered 1 of item 948.00 shall in no event exceed that rate which, when added to the column numbered 1 rate imposed on the imported article under the appropriate item in schedules 1 through 7 of these schedules, would result in an aggregated rate in excess of the rate provided for such article in rate of duty column numbered 2.

4. For the purposes of this subpart --

(a) Delegation of authority to Secretary -- The Secretary may from time to time take action to reduce, eliminate or reimpose the rate of additional duty herein or to establish exemption therefrom, either generally or with respect to an article which he may specify either generally or as the product of a particular country, if he determines that such action is consistent with safeguarding the balance of payments position of the United States.

(b) Publication of Secretary's actions -- All actions taken by the Secretary hereunder shall be in the form of modifications of this subpart published in the Federal Register. Any action reimposing the additional duties on an article exempted therefrom by the Secretary shall be effective only with respect to articles entered on and after the date of publication of the action in the Federal Register.

(c) Authority to prescribe rules and regulations -- The Secretary is authorized to prescribe such rules and regulations as he determines to be necessary or appropriate to carry out the provisions of this subpart.

5. Articles exempt from the additional duties -- In accordance with determinations made by the Secretary in accordance with headnote 4(a), the following described articles are exempt from the provisions of this subpart:

* * *

Item	Article	Rates of Duty 1	Rates of Duty 2
948.00	Articles, except as exempted under headnote 5 of this subpart, which are not free of duty under these schedules and which are the subject of tariff concessions granted by the United States in trade agreements. . .	10% ad val. . (see headnote 3 of this subpart)	No change

D. This Proclamation shall be effective 12:01 a.m., August 16, 1971.

IN WITNESS WHEREOF, I have hereunto set my hand this fifteenth day of August in the year of our Lord nineteen hundred and seventh-one, and of the Independence of the United States of America the one hundred and ninety-sixth.

/s/ Richard Nixon

(End of Official Text)

(End of Appendix E.)

Published by the BUREAU OF NATIONAL AFFAIRS, INC., WASHINGTON, D.C. 20037

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AUG 4 - 1971
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I-405-8(22)503
7623

August 3, 1971

Drake-Willamette
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on August 2 accepted your bid in the amount of $3,270,487 on the West Fremont Interchange (Unit 2) Section of the Stadium Freeway and Columbia River Highways in Multnomah County, which was the low bid received for that job on July 29.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as necessary agreements are signed by the City of Portland and approval of the Federal Highway Administration is received. When these conditions have been fulfilled, we will let you know.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
I. D. Merchant
Robert Schroeder
John Howard

RECEIVED
AUG 13 1971
FOR FILING

I 405-8(28)302
7623

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON

97204

420 S.W. MAIN ST.— PHONE 228-6141, EXT. 356

July 22, 1971

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H.S. Cox, County and City Engineer

Dear Mr. Porter:

We have studied the construction plans for the West Fremont Interchange (Unit 2) dated July, 1971.

Meetings between State Highway personnel and members of this bureau in the planning stage anticipated a number of changes to the submitted construction prints.

Discussions and subsequent signalization plans for N.W. 21st and Thurman provide striping for two traffic lanes on the N.W. Thurman Street on-ramp.

We recommend that the "SW" line or off-ramp be delineated for two lanes as far as N.W. Upshur and expanded to three on N.W. 21st Avenue between Upshur and N.W. Vaughn Street. Because of the great percentage of truck traffic and the grade of the ramp we feel that only two lanes can safely negotiate the curve. We were also in hopes that the exit point to N.W. Upshur Street could be eliminated, providing greater leeway in super elevation for the curve.

At the intersection of N.W. Wardway with 29th Avenue we recommend that only two lanes be painted on Wardway entering the intersection to avoid designating one lane as a mandatory right turn. Also, we recommend that

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COUNTY & CITY SECTION
JUL 28 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

F.B. Klobe - info
cc: F.B. Crandall — please acknowledge
F.L. Hall — info
R.L. Schroeder — info

only one lane be designated for eastbound traffic on N.W. Nicolai east of 29th. Two lanes westbound on Nicolai may be painted to provide storage for signal phases. The length of these two lanes can be determined later. On the west side of the intersection we recommend that the right-of-way of N.W. Roosevelt Street be used to increase the turning radius of the two eastbound right-turn lanes of N.W. St. Helens Road. This radius could be increased to approximately 150 feet.

We would be happy to discuss these matters with you.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

MJM:ba

cc: Wayne Oberding, City Engineer's Office

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JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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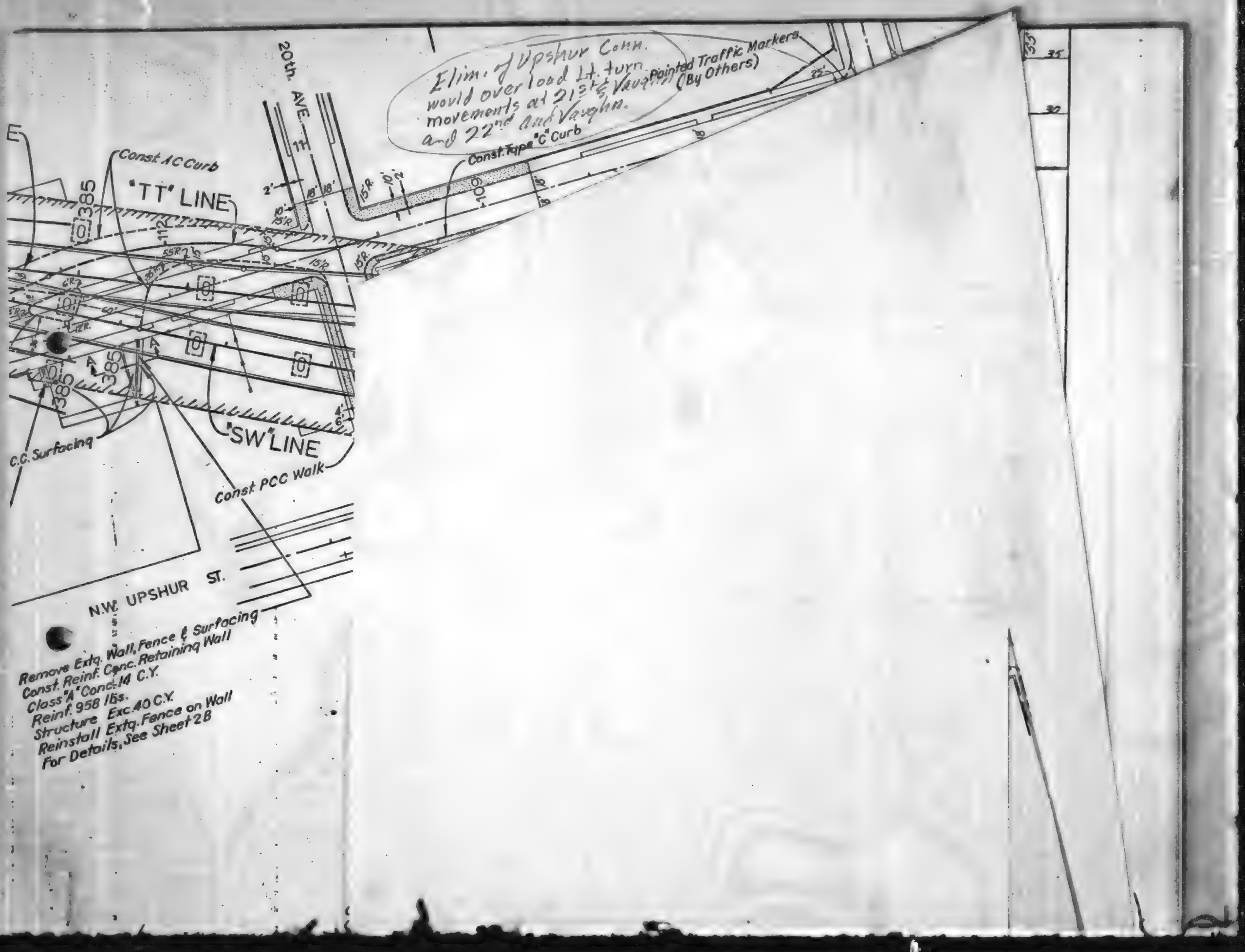
JUL 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER



Remove Extg. Wall, Fence & Surfacing
Const. Reinf. Conc. Retaining Wall
Class "A" Conc. 14 C.Y.
Reinf. 958 lbs.
Structure Exc. 40 C.Y.
Reinstall Extg. Fence on Wall
For Details, See Sheet 28

Elim. & Upshur Conn.
would overload Lt. turn
movements at 21st & Vaughn
and 22nd and Vaughn.

N.W. THURMAN ST.

20th. AVE.

"TT" LINE

"SW" LINE

Const. AC Curb

Const. Type "C" Curb

Const. Guard Rail-100'Lt.-75'Rt.(Type 2A)
With 2 Anchor #2 Bridge Conn.
Const. A.C. Berm Paving

Const. Guard Rail-150'(Type 2A)
With 1 Anchor #1 Bridge Conn.

Const. Guard Rail-275'(Type 2A)
With 1 Anchor #1 Bridge Conn.

Painted Traffic Markers
(By Others)

Elim. Conn.
Upshur
Left

Const. A.C. Berm

Const. Type "C" Cu

Const. Type "C" Con

N.W. UPSHUR

Painted Traffic Mar
(By Others)

Const. PCC Walk

Const. Type "C" Curb

Limits Of Granular Embankment

Const. A.C. Walk

Const. Type "C" Curb

N.W. VAUGHN ST.

Painted Traffic Markers
(By Others)

N.W. UPSHUR ST.

Remove Extg. Wall, Fence & Surfacing
Const. Reinf. Conc. Retaining Wall
Class "A" Conc. 14 C.Y.
Reinf. 958 lbs.
Structure Exc. 40 C.Y.
Reinstall Extg. Fence on Wall
For Details, See Sheet 2B

Stripe for 2-Lanes
So Trucks can Negotiate
Curve to 21st Ltr.

3-Lanes to Start with which
traffic feels is necessary, could
be restriped to 2-lanes if
the 3-Lane caused problems.

Const. Type A.C. Curb Shown Thus ------
Const. Type "C" Curb Shown Thus ——

SEC. 28 T. 1 N., R. 1 E., W.M.
PORTLAND

N.W. 22nd. AVE.

N.W. THURMAN ST.

N.W. UPSHUR ST.

N.W. VAUGHN ST.

Tel.

Remove Curb & Walk

Const. Type "C" Curb

Const. A.C. Berm Paving

Const. Type "C" Curb

Const. A.C. Berm P

Const. Type "C" Cu

Const. Type "C" Con

Elim. Con
Upshur
Better

Painted Traffic Mar
(By Others)

Remove Inlet
Const. Type "P" Inlet
Inst. 8" Sewer Pipe-18'
Under Pavt.-8'
Tr. Exc. 7 C.Y.

8" V.S.P.

6" Water

6" V.S.P.

10" Water

24" Water

10" Gas

Tel. Cable

Curb

Markers

12'R.

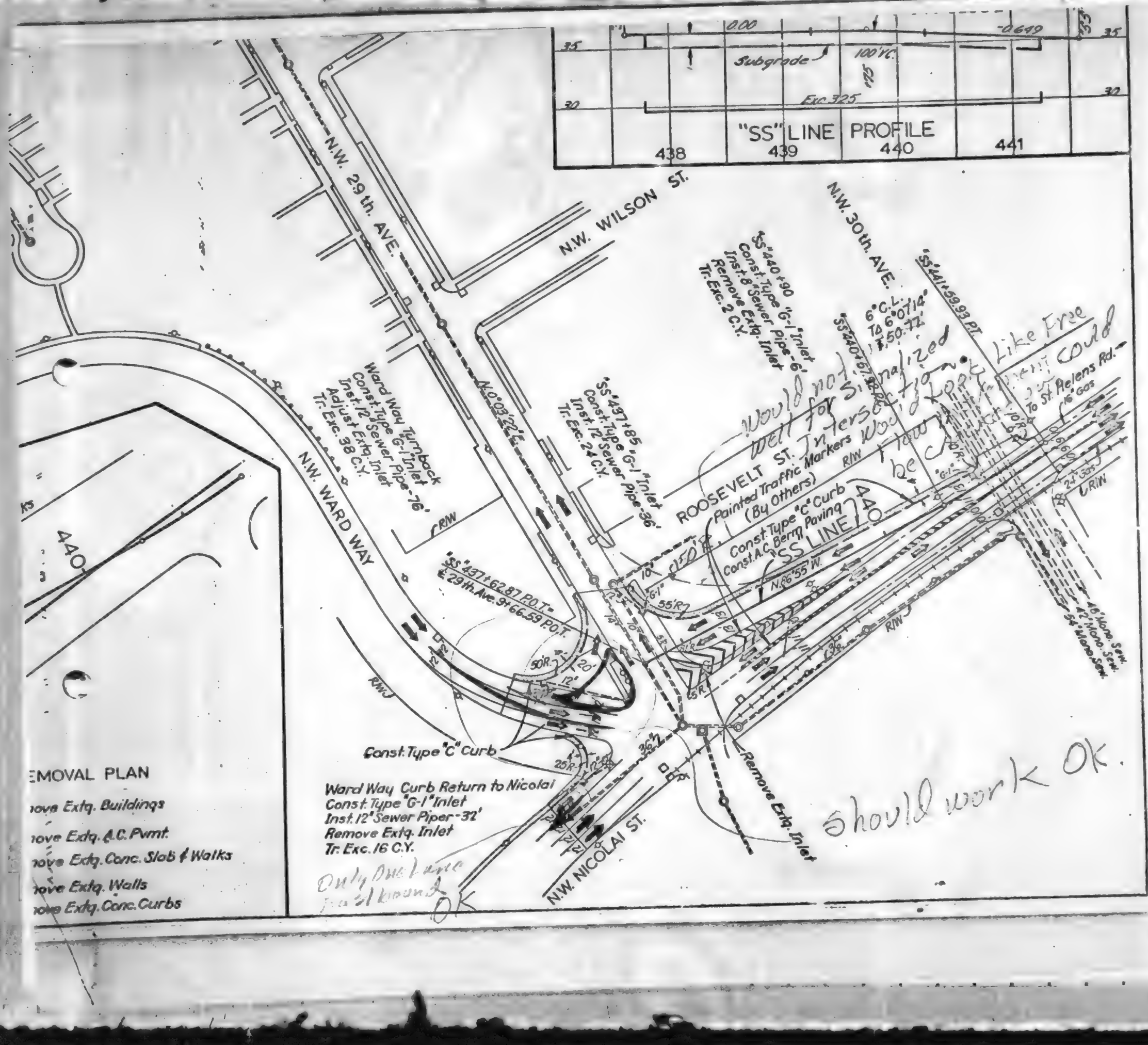
15'R.

25'R.

27'

18'

25'


"SS" LINE PROFILE
438
439
440
441
Subgrade
100' V.C.
Exc. 325
N.W. 29th. AVE.
N.W. WILSON ST.
N.W. 30th. AVE.
N.W. WARD WAY
N.W. NICOLAI ST.
ROOSEVELT ST.
(Painted Traffic Markers (By Others)
"SS" LINE
Ward Way Turnback Const. Type "G-1" Inlet Inst. 12" Sewer Pipe-76' Adjust Extg. Inlet Tr. Exc. 38 C.Y.
"SS" 437+85 Const. Type "G-1" Inlet Inst. 12" Sewer Pipe-36' Tr. Exc. 24 C.Y.
"SS" 440+90 Const. Type "G-1" Inlet Inst. 8" Sewer Pipe-6' Remove Extg. Inlet Tr. Exc. 2 C.Y.
"SS" 441+99.93 P.T.
"SS" 440+67.82 P.C.
6° C.L. To 50.77'
"SS" 437+62.87 P.O.T.
"SS" 439+66.59 P.O.T.
Const. Type "C" Curb
Const. A.C. Berm Paving
N.86°55' W.
Remove Extg. Inlet
Ward Way Curb Return to Nicolai Const. Type "G-1" Inlet Inst. 12" Sewer Piper-32' Remove Extg. Inlet Tr. Exc. 16 C.Y.
To St. Helens Rd.
16" Gas
46" Mono Sew.
42" Mono Sew.
54" Mono Sew.
EMOVAL PLAN
nove Extg. Buildings
nove Extg. A.C. Pvmt.
nove Extg. Conc. Slab & Walks
nove Extg. Walls
nove Extg. Conc. Curbs

Would not be well for St. Intersection

Would be Legal to be Changed

Like Free Right could go to St. Helens Rd.

Only One Lane Installed OK

should work OK.

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

I-405-1(28)303

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7623

July 20, 1971

Mrs. Connie McCready
Commissioner of Public Utilities
City Hall
Portland, Oregon 97204

Re: Aerial Fire Alarm System Conflict
Fire Bureau, City of Portland
W. Fremont Interchange (Unit 2)-Stadium Freeway I-405
Multnomah County
Project No. I-405-8(28)303

Dear Mrs. McCready:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain fire alarm facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

Power Pole #86106	"SW" 387+15	5' South	Pub. R/W Jt. PGE & PP&L Pole
Power Pole	NE corner of NW 22nd & Upshur		Pub. R/W Jt. PGE Pole
Power Pole Map 2827 #348	Mid Block NW 22nd between Upshur & Thurman		Pub. R/W Jt. PGE & PP&L Pole
Power Pole	SE Corner of NW Ward Way & Nicolai		Pub. R/W Jt. PGE & PP&L Pole

The above conflicts are City-owned facilities located on city streets and, therefore, the cost of their relocation is fully reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments nd relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT BRIDGE ENGINEER, Mr. John Howard, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 299-5996, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Howard. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Fire Alarm Telegraph Office
915 N.E. 21st Avenue
Portland, Oregon 97232
Attn: Mr. Dale Leisch

R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
John Howard
Jack Hesla

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OREGON STATE HIGHWAY DIVISION

I 405-8(28)303

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7623

July 20, 1971

Mr. Lloyd E. Anderson
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Re: Gas Main Conflict
Northwest Natural Gas Company
W. Fremont Interchange (Unit 2)-Stadium Freeway I-405
Multnomah County
Project No. I-405-8(28)303

Dear Mr. Anderson:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by Northwest Natural Gas Company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

4" Gas Main 45'	"Thurman" 111+45 to "Thurman" 111+90	13' North " "	Pub. R/W
4" Gas Main 180'	20th Avenue 8+50 to 20th Avenue 10+30	10' East 10' East	Pub. R/W

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

In the agreement between the City of Portland and the State Highway Commission, dated April 13, 1962, and supplement thereto, providing for the construction of said section and highway, is a paragraph which provides that the City will relocate or cause to be relocated, without cost to State, all privately-owned utilities which are located within the limits of city on public streets or ways. This letter constitutes the request of the State to the City to relocate or cause to be relocated the herein-described conflicting privately-owned utilities which are located within Portland city limits on public streets. A copy of this letter is being forwarded to the Utility concerned for its advance information.

The Company is required to submit a sketch map or maps showing that portion of their facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the reloaction sketch maps.

Also, in submitting their sketch map, the Company should identify the information submitted by reference to this utility relocation letter, including the date hereof. THEY SHOULD BE DIRECTED TO CONTACT THE RESIDENT BRIDGE ENGINEER, Mr. John Howard, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-5996, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE THEIR UTILITY RELOCATION. HE CAN ADVISE THEM AS TO THE LOCATIONS WHERE THEY MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO THEIR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Howard. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Northwest Natural Gas Company
123 N.W. Flanders
Portland, Oregon 97209
Attn: Mr. John Bladeren

R. E. Simpscn
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
John Howard
Jack Hesla

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I-405-8(28)303

HIGHWAY BUILDING
7623

SALEM, OREGON • 97310 Phone 378-6511

July 19, 1971

Mr. Lloyd E. Anderson
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Re: Telephone Facilities Conflicts
Pacific Northwest Bell Telephone Company
W. Fremont Interchange (Unit 2) -
Stadium Freeway I-405
Multnomah County
Project No. I-405-8(28)303

Dear Mr. Anderson:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by Pacific Northwest Bell Telephone Company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

Manhole	20th Ave 9+70	10' West	Pub. R/W	
Power Pole	"SW: 392+60	30' South	Pub. R/W	Jt. with PGE
Telephone Pole #1835	21st Ave 7+75	20' West	Pub. R/W	
Telephone Pole #1921	21st Ave 5+10	20' West	Pub. R/W	
Telephone Pole #2191	NE Corner 22nd & Thurman		Pub. R/W	
Telephone Pole #1733	"21st OFF" 382+50	℄	Pub. R/W	

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

In the agreement between the City of Portland and the State Highway Commission, dated April 13, 1962, and supplement thereto, providing for the construction of said section and highway, is a paragraph which provides that the City will relocate or cause to be relocated, without cost to State, all privately-owned utilities which are located within the limits of city on public streets or ways. This letter constitutes the request of the State to the City to relocate or cause to be relocated the herein-described conflicting privately-owned utilities which are located with Portland city limits on public streets. A copy of this letter is being forwarded to the Utility concerned for its advance information.

The Company is required to submit a sketch map or maps showing that portion of their facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director

of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting their sketch map, the Company should identify the information submitted by reference to this utility relocation letter, including the date hereof. THEY SHOULD BE DIRECTED TO CONTACT THE RESIDENT BRIDGE ENGINEER, Mr. John Howard, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-5996, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE THEIR UTILITY RELOCATION. HE CAN ADVISE THEM TO THE LOCATIONS WHERE THEY MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO THEIR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Howard. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Pacific Northwest Bell Telephone Co.
421 S. W. 4th Avenue
Portland, Oregon 97204
Attn: Mr. J. W. DeYoung

R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
John Howard
Jack Hesla

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OREGON STATE HIGHWAY DIVISION

I-405-8(28)303
7623

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 19, 1971

Mr. Lloyd E. Anderson
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Re: Power Pole Conflict
Pacific Power and Light Company
W. Fremont Interchange (Unit 2)-Stadium Freeway I-405
Multnomah County
Project No. I-405-8(28)303

Dear Mr. Anderson:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by Pacific Power and Light Company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

Power Pole #284143	"SW" 387+15	5' South	Pub. R/W Jt. with PGE
Power Pole #283143	"Thurman" 104+90	20' South	Pub. R/W
Power Pole #282146	Mid Block NW 22nd Avenue Upshur-Thurman		Pub. R/W Jt. with PGE F.A. Contact
Power Pole #296344	SE Corner of NW Ward Way & Nicolai		Pub. R/W Jt. with PGE F.A. Contact
Guy Pole #296343	SE Corner of NW 29th & Nicolai		Pub. R/W Jt. with PGE
Power Pole #295340	SW Corner NW 30th & Nicolai		Pub. R/W

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

In the agreement between the City of Portland and the State Highway Commission, dated April 13, 1962, and supplement thereto, providing for the construction of said section and highway, is a paragraph which provides that the City will relocate or cause to be relocated, without cost to State, all privately-owned utilities which are located within the limits of city on public streets or ways. This letter constitutes the request of the State to the City to relocate or cause to be relocated the herein-described conflicting privately-owned utilities which are located with Portland city limits on public streets. A copy of this letter is being forwarded to the Utility concerned for its advance information.

The Company is required to submit a sketch map or maps showing that portion of their facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting their sketch map, the Company should identify the information submitted by reference to this utility relocation letter, including the date hereof. THEY SHOULD BE DIRECTED TO CONTACT THE RESIDENT BRIDGE ENGINEER, Mr. John Howard, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-5996, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE THEIR UTILITY RELOCATION. HE CAN ADVISE THEM AS TO THE LOCATIONS WHERE THEY MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO THEIR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Howard. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Mr. R. H. Sallee
Pacific Power and Light Company
920 S.W. Sixth Avenue
Portland, Oregon 97204
Attn: Mr. Lloyd Lamothe, Room 700

R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
John Howard
Jack Hesla

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OREGON STATE HIGHWAY DIVISION

I-405-8(28)303

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7623

July 19, 1971

Mr. Lloyd E. Anderson
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Re: Power Pole Conflict
Portland General Electric Company
W. Fremont Interchange (Unit 2)-
Stadium Freeway I-405
Multnomah County
Project No. I-405-8(28)303

Dear Mr. Anderson:

Bids will be recieved by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by Portland General Electric Company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling nineteen (19) in number, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

In the agreement between the City of Portland and the State Highway Commission dated April 13, 1962, and supplement thereto, providing for the construction of said section and highway, is a paragraph which provides that the City will relocate or cause to be relocated, without cost to State, all privately-owned utilities which are located within the limits of city on public streets or ways. This letter constitutes the request of the State to the City to relocate or cause to be relocated the herein-described conflicting privately-owned utilities which are located with Portland city limits on public streets. A copy of this letter is being forwarded to the Utility concerned for its advance information.

The company is required to submit a sketch map or maps showing that portion of their facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting their sketch map, the company should identify the information submitted by reference to this utility relocation letter, including the date hereof. THEY SHOULD BE DIRECTED TO CONTACT THE RESIDENT BRIDGE ENGINEER, Mr. John Howard, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-5996, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE THEIR UTILITY RELOCATION. HE CAN ADVISE THEM AS TO THE LOCATIONS WHERE THEY MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO THEIR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Howard. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Portland General Electric Company
621 S.W. Alder Street
Portland, Oregon 97205
Attn: Mr. Roger W. Sharp

R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
John Howard
Jack Hesla

LIST OF CONFLICTS

Utility: Portland General Electric Co.
Project: West Fremont Interchange - Unit 2
Highway: Stadium Freeway - I-405
County: Multnomah

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Map 2828 Power Pole Pole #358	21st off 382+85	30'	North	X		
" " #86101	"EW"383+80	5'	"	X		
" " #86102	"SW"384+25	5'	"	X		
" " #86103	"WE"385+50	0.0	-	X		
" " #86288	"WE"386+30	25'	South	X		
" " #86104	Thurman St. 110+60	20'	"	X		
" " #86106	"SW"387+15	5'	"	X		F.A. Contact JT with PP&L
" " #85041	Thurman St. 105+40	25'	"	X		
" " Map 2827 650	Thurman St. 105+00	30'	North	X		Street Light
" " #85028	"SW"392+60	30'	South	X		JT with Tel Co.
" " Map 2827 27	21st Ave. 6+45	20'	East	X		
" " Map 2827 22	21st Ave. 5+00	20'	"	X		
" " No #	SE Corner NW 22-Upshur			X	Sheet#4	F.A. Contact
" " Map 2827 348	Mid Block NW 22-Upshur-Thurman			X	"	F.A. Contact JT PP&L
" " Map 2828 429	SW Corner NW 29-Nicolai			X	Sheets 5	Street Light
" " Map 2828 427	"SS"439+20	10'	North	X	" "	" " Switch Pole
" " Map 2826 115	"SS"440+55	10'	South	X		
Guy Pole #84392	SE Corner NW 29-Nicolai			X		JT with PP&L
Power Pole No #	SE Corner Wardway & Nicolai			X		" " " F.A. Contact

RECEIVED
JUL 23 1971
UTILITY UNIT
FOR FILING

ENCLOSED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-405-8(28)303
7623

July 19, 1971

Mr. Lloyd E. Anderson
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Re: Water Facilities Conflict
Bureau of Water Works
W. Fremont Interchange (Unit 2)-Stadium Freeway I-405
Multnomah County
Project No. I-405-8(28)303

Dear Mr. Anderson:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain water facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

20" Water Main 45'	Thurman 111+45 Thurman 111+90	Pub. R/W
20" Water Main 140'	20th Avenue 8+50 20th Avenue 9+90	

Remove or relocate 6 hydrants (19th & Thurman-20th & Thurman-21st & Thurman 21st & Vaughn-21st & Upshur-29th & Nicolai)

The above conflicts are City owned facilities on city streets and, therefore, the cost of their relocation is fully reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director or Permits for issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT BRIDGE ENGINEER, Mr. John Howard, 5821 N. E. Glisan, Portland, Oregon 97213, telephone 229-5996, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Howard. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Bureau of Water Works
1800 S. W. 6th Avenue
Portland, Oregon 97201
Attn: Mr. H. Kenneth Anderson

R. E. Simpson
A. E. Johnson
~~F. L. Hall (3)~~
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
John Howard
Jack Hesla

RECEIVED
JUL 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7-16-71

RECEIVED
JUL 26 1971
FCR FILING

FORM FHWA-20

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-405-8(28)303

STATE PROJECT NO.
WEST FREMONT INTERCHANGE (UNIT 2)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-647

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
I-405-8(28)303
7623

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	INTERSTATE 405
		STATE ROUTE NUMBER: STATE ROUTE 61

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,000.00; TEMPORARY EROSION CONTROL IN AMOUNT OF $5,000.00; AND ON THE JOB TRAINING IN THE AMOUNT OF $3,200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $5,000; TEMPORARY EROSION CONTROL $5,000; ON THE JOB TRAINING $3,200
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUEMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young
Wilson
7-21-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 19 1971
UTILITY UNIT
OR. STATE HWY. DIV.

OREGON STATE HIGHWAY DIVISION

I 405-8(28)303
7623

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

July 15, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Construction Plans
West Fremont Interchange (Unit 2)
Section
Stadium Freeway and Columbia River
Highways
Project No. I-405-8(28)303

Gentlemen:

Herewith you will find three sets of construction plans and special provisions for the above captioned section. Bids for this project will be opened on July 29, 1971.

Our Resident Engineer for this project will be Mr. John Howard whose office is at N.W. 16th Avenue and Savier Street, Portland, Oregon 97209, telephone 229-5996.

To accommodate traffic off and on the freeway, a one-way couplet will be created using N.W. Thurman and Vaughn Streets from 21st to 29th Avenues. Vaughn will carry westbound traffic and Thurman will carry eastbound traffic. There will also be created a one-way couplet using 21st and 22nd Avenues; 21st Avenue will be northbound and 22nd Avenue will be southbound. This is depicted on Sheet 1 of the construction plans.

Although no adjustment to your facilities will be required, your attention is directed to Sheets 4 and 5 of the construction plans which show work in the vicinity of your tracks. N.W. 22nd Avenue will be widened on the east side between Upshur and Thurman Streets, and N.W. Nicolai Street will be widened between 29th and 30th Avenues to improve the right turn movement from Nicolai to 29th. Twenty-ninth will become one-way southbound and Ward Way will become one-way northbound.

It will be necessary to install traffic signals on 22nd Avenue at its intersection with Vaughn and Thurman Streets. It will also be necessary to install traffic signals at the intersection of Nicolai Street and 29th Avenue. Inasmuch as this is an urban area, we do not feel that flashing light signals or crossing gates are required at these intersections. It is our opinion that standard red-yellow-green signals interconnected with your tracks to be pre-empted upon the approach of a train would adequately serve as crossing protection, since no protection exists at these crossings

at this time. We propose to install two phase signals on 22nd Avenue with an additional set of signal heads on the east side of 22nd facing westbound traffic on Vaughn. We will also install a similar set of signal heads on the west side of 22nd facing east bound traffic on Thurman.

The signals at 29th Avenue and Nicolai will be three phase signals and will be interconnected with the tracks to become two phase signals upon the approach of a train. They will prevent traffic from crossing the tracks but will allow all other traffic movements to proceed while a train approaches and occupies the crossing. An additional set of signal heads will be installed on the north side of the tracks facing southbound traffic on 29th Avenue.

Additional details of these traffic signal plans will be submitted to you as they become available. Bids for the signal project are to be opened on September 30, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: R. E. Simpson
F. B. Klaboe
L. H. Young
F. B. Crandall
H. S. Cox
R. L. Schroeder
John Howard
Jack Hesla

RECEIVED
JUL 16 19
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1971
FOR FILING

I-405-8(28)303

7623

July 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97303

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on July 29, 1971.

I-205-7(21)316	----------	N.E. Marine Drive-N.E. Holman St. Section
I-80N-3(60)109	----------	Rufus Interchange Section
I-80N-6(45)256	----------	La Grande Section (UPRR O'xing)
I-405-8(28)303	----------	West Fremont Interchange (Unit 2)
U-160(25)	----------	Ross Island Br.-S.E. Reedway St. Section
T-5019(3)	----------	6th St.-Stewart St. (Medford)
T-5021(2)	----------	Ore. Coast Hwy. at Olive St. (Newport)
T-5023(1)	----------	Mission St. S.E. at 25th St. (Salem)
ER-239(1)	----------	Cape Meares & Bay Ocean Road Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's Circular Memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb
Encls.

RECEIVED
JUL 12 1971
FOR FILING

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(28)303
" 7623

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 2, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(28)303
West Fremont Interchange (Unit 2)
Contractor's Access to Right of Way

The information furnished with Mr. Young's June 24 letter on the above subject has been reviewed and it has been determined as provided in Paragraph 10 of PPM 21-6.3 to be in the public interest to proceed with the project although all of the right of way will not be available to the contractor at the time of the award of the contract. Two of the parcels, File Nos. 45630 and 45631, will be available on November 1 and three others, File Nos. 43045, 43046, and 46112 will be available on February 1, 1972.

7-9-71
REFERRED TO
---Young---
By ... Sta... Hwy. Engr

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
E. E. ...

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUN 24 1971
FOR FILING

I-405-8(28)303
7623

June 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

W. Fremont Interchange (Unit 2)
Stadium Fwy., Multnomah County
Oregon Project I-405-8(28)303

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are five right-of-way files involved in the restriction on this project listed as follows:

File	Location	Date Restriction Ends
45630	Sta. 392+50	Nov. 1, 1971
45631	Sta. 392+50	Nov. 1, 1971
43045	Sta. 440+50	Feb. 1, 1972
43046	Sta. 439+00	Feb. 1, 1972
46112	Sta. 437+00	Feb. 1, 1972

Files 45630 and 45631 are not needed as right-of-way for this project but the driveway access will be closed off in the later stages of construction of this project. We are purchasing the two files as future right-of-way for Route 505 construction. The houses on these files will be rented until the property is needed for the Route 505 construction and parking for the tenants' use will be provided nearby.

The property involved on Files 43045, 43046, and 46112 is located in the vicinity of the N.W. Nicolai St.-N.W. Ward Way-N.W. 29th Ave. intersection which is nonparticipating on this project. This area of the construction work is not scheduled to be started until February, 1972; therefore, the

three files would not be used until then, if they were available. There are two buildings on these files which will be removed by the contractor, one on File 43046 and one of the buildings on File 46112 (the service station).

The attached sketches delineate the restricted right-of-way outlined in red and the contract specifications will contain the restrictive clause and controlling dates as required in paragraph 6a of PPM 21-6.3, that the areas as shown will not be available for the contractor's use until after February 1, 1972.

There are important advantages to award the contract at the scheduled time rather than delaying till the right-of-way is completely clear in that the construction is planned to be started and completed on schedule with the right-of-way purchase in the limited area described above, the project is designed and ready for award and the financing is available. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. Considering the above-mentioned facts, we feel it is in the public interest to advertise for bids to be received on July 29, 1971.

Enclosed are two copies of a right-of-way sketch of the area involved. If further information is necessary, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb
Attachments

cc: F. B. Klaboe
F. L. Hall
D. H. Moehring
C. G. Swenson
R. N. Chase

SEC. 28 T. I N., R. I E., W.
PORTLAND

N.W. 18th. AVE.

N.W. 19th. AVE.

Const. Type "C" Curb

N.W. SAVIER ST.

"WE" LINE

"WS" LINE

Const. A.C. Curb

"TT" LINE

380

380

380

385

385

385

"EW" LINE

Const. P.C.C. Walk

Const. Type "C" Curb

15'R

25'R

55'R

100'R

Const. Type "C" Curb

Const. A.C. Curb

Const. P.C.C. Surfacing

N.W. THURMAN ST.

"TR" LINE

Painted Traffic Markers
(By Others)

N.W. UPSHUR ST.

Remove Extg. Wall, Fence & Surfac
Const Reinf. Conc. Retaining Wall
Class "A" Conc. 14 C.Y.
Reinf. 958 lbs.
Structural Exc. 40 C.Y.
Reinstall Extg. Fence
For Details, See Sheet 28

28 T. 1 N., R. 1 E., W.M.
PORTLAND

WEST FREMONT INTCHGE (UNIT 2) S
STADIUM FREEWAY & COLUMBIA RIVER
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	
8	OREGON	I-405-8(28)303	

GENERAL CONSTRU

N.W. 21st. AVE.

N.W. 20th. AVE.

Pointed Traffic Markers (By Others)

Const. Type "C" Curb

Const. A.C. Curb

"TT" LINE

Const. Guard Rail-100' (Type 2A) With 1 Anchor & 1 Bridge Conn.

Const. A.C. Berm Paving

Const. Guard Rail-150' (Type 2A) With 1 Anchor & 1 Bridge Conn.

"SW" LINE

Const. PCC Walk

Const. Guard Rail-275' (Type 2A) With 1 Anchor & 1 Bridge Conn.

Limits Of Granular Embankment

Const. A.C. Walk

45630

45631

N.W. UPSHUR ST.

N.W. VAUGHN ST.

Painted Traffic Markers (By Others)

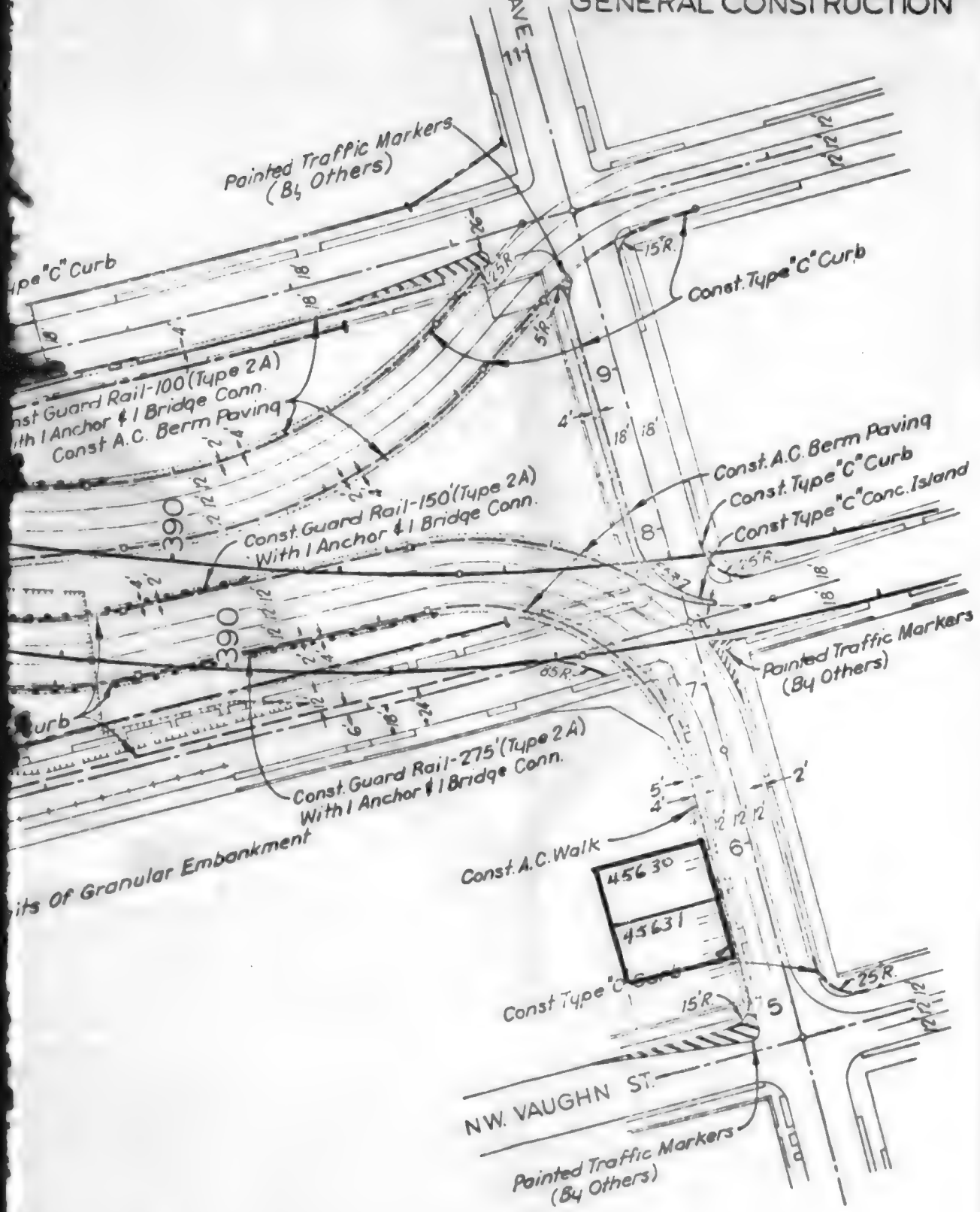
ove Extg Wall, Fence & Surfacing
st. Reinf. Conc. Retaining Wall
ss "A" Conc. 14 C.Y.
einf. 958 lbs.
tructural Exc 40 C.Y.
einstall Extg. Fence
or Details, See Sheet 28

Const. Type A.C. Curb Shown Thus
Const. Type "C" Curb Shown Thus
Const. Reinf. Conc. Bridge Panels Full Deck Width Shown Thus
Drg. No. 2070

[0] Bridge Footings & Pi

WEST FREMONT INTCHGE (UNIT 2) SEC. STADIUM FREEWAY & COLUMBIA RIVER HWYS.				SHEET No. 3A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS Incl. Index
8	OREGON	I-405-8(28)303		

GENERAL CONSTRUCTION


NW 21st. AVE.
Painted Traffic Markers (By Others)
Const. Type "C" Curb
Const. Guard Rail-100' (Type 2A) With 1 Anchor & 1 Bridge Conn.
Const. A.C. Berm Paving
Const. Guard Rail-150' (Type 2A) With 1 Anchor & 1 Bridge Conn.
Const. Guard Rail-275' (Type 2A) With 1 Anchor & 1 Bridge Conn.
Const. A.C. Walk
Const. Type "C" Conc. Island
Const Type "C" Curb
45630
45631
NW. VAUGHN ST.
Painted Traffic Markers (By Others)
its Of Granular Embankment
Thus ------
Thus —— ——
Full Deck Width Shown Thus
Bridge Footings & Piers

SEC. 28 T. 1 N. R. 1E. W.
PORTLAND

N.W. THURMAN ST.

55'

35R

N.W. 28th. ST.

Remove Curb & Walk
Const Type "C" Curb

N.W. UPSHUR ST.

N.W. VAUGHN ST.

N.W. 27th. ST.

N.W. 29th. AVE

NW WARD WAY

N.W. NICOLAI ST.

ROOSEVELT ST.

Remove Underground Tanks

440

REMOVAL PL

Remove Extg. Bui

Remove Extg. A.C

Remove Extg. Co

Remove Extg W

Remove Extg. Co

SEC. 28 T. 1 N., R. 1 E., W.M.
PORTLAND

N.W. VAUGHN ST.

N.W. 29th. AVE.

N.W. WILSON ST.

N.W. WARD WAY

N.W. NICOLAI ST.

ROOSEVELT ST.

Remove Underground Tanks

440

AVE

OLAI ST.

REMOVAL PLAN

- Remove Extg. Buildings
- Remove Extg. A.C. Pvmt.
- Remove Extg. Conc. Slab & Walks
- Remove Extg Walls
- Remove Extg. Conc. Curbs

Ward Way Turnback
Const. Type "G-1" Inlet
Inst 12" Sewer Pipe-76'
Adjust Extg. Inlet
Tr Exc 38 C.Y.

R/W

46112

"SS" 437+62.87 P.O.T.
E 29th. Ave. 9+66.59 P.O.T.

N.0°03'22"E.

"SS" 437+85 "G-1" Inlet
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-36'
Tr. Exc. 24 C.Y.

"SS" 440+90 "G-1" In
Const Type "G-1" In
Inst. 8" Sewer Pipe-6
Remove Extg. Inlet
Tr. Exc. 2 C.Y.

"SS" 437+62.87

0.00

Subgrade

"SS" LI

438

439

ROOSEVELT ST.
Painted Traffic
(By Other

Const Type "C" curb

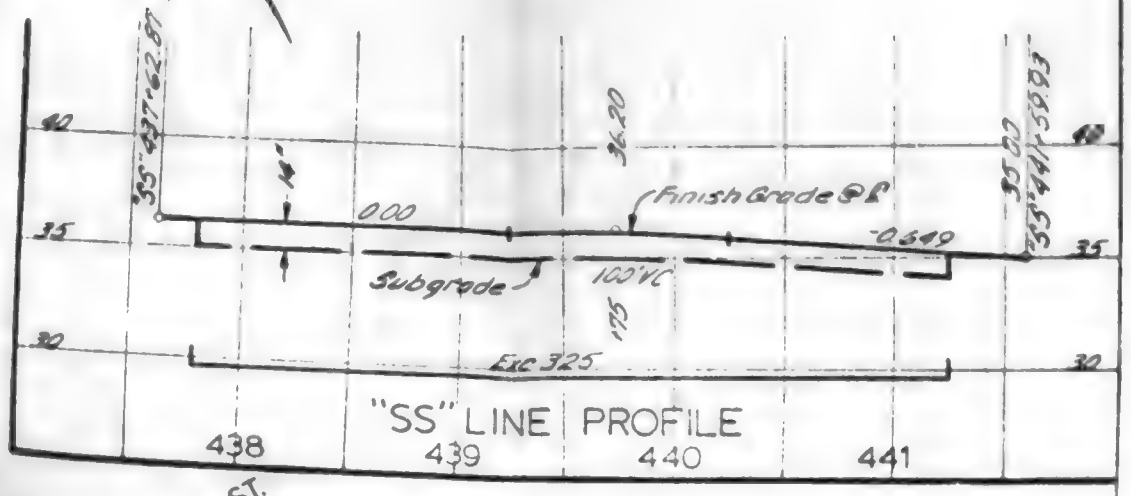
Const A.C. B

43046

Ward Way Curb Return to Nicolai
Const. Type "G-1" Inlet
Inst. 12" Sewer Piper-32'
Remove Extg. Inlet
Tr. Exc. 16 C.Y.

Remove Extg. Inlet

	WEST PRESCOTT INTCHGE (UNIT 2) SEC. STADIUM FREEWAY - COLUMBIA RIVER HWYS.			SHEET
WEST ROAD DIST. NO.	STATE	NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-405-1(33)5		



N.W. VAUGHN ST.

N.W. WILSON ST.

N.W. 30th AVE.

ROOSEVELT ST.

N.W. NICOLAI ST.

"SS" 440+90 Const Type "G-1" Inlet Inst 8" Sewer Pipe-6' Remove Extg. Inlet Tr. Exc. 2 C.Y.

"SS" 437+85 Const Type "G-1" Inlet Inst. 12" Sewer Pipe-36' Tr. Exc. 24 C.Y.

"SS" 441+59.93

43045 ① "SS" 440+13.92 PC

43045 ②

Painted Traffic Markers (By Others)

Const Type "C" Curb Const AC Berm Paving

"SS" LINE 440

43046

Remove Extg. Inlet

Return to Nicolai Inlet

Turnback "Inlet ... -76'

"C" Curb

46112

"SS" 437+62.87 Dia. to 29th Ave 966.59 FD.

St. Helens Rd.

42" Maple Saw

54" Maple Saw

RECEIVED
JUN 21 1971
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97380

I-405-8(28)303

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: June 16, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon Project I-405-8(28)303
W. Fremont Interchange, Unit II

We have reviewed the advance plans and the Special Provisions submitted with Mr. Hart's June 1 letter and have no comments other than those telephoned June 10 and discussed with Mr. Hart June 15.

A copy of the plans with our comments is being returned with this memorandum.

Enclosure

Orig. to Plans to Merchant 6-18-71

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

RECEIVED
JUN 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUN 16 1971

OREGON STATE HIGHWAY DIVISION

I-405-8(28)303
7633

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1971

AIR MAIL
SPECIAL DELIVERY

NOTED
A. E. JOHNSON

Howard, Needles, Tammen & Bergendoff
1805 Grand Avenue
Kansas City, Missouri

Attention Mr. M. J. Kopetz

Gentlemen:

West Fremont Bridge Approaches, Unit II
Bridge 9268A

We are returning one set of the advanced detail drawings for the West Fremont Interchange, Unit II. These plans have been reviewed by this office and our comments and/or corrections are indicated in red on the prints. Your particular attention is called to sheets 13 and 14. On sheet 13 we have shown a sketch of the latest details for the hydro-cushion impact attenuator. The location f this attenuator device has also been changed.

On sheet 14 we have attached a print of the revised traffic pattern as it effects Unit II. There is considerable change in the traffic arrangement between that shown on your plan and the traffic pattern now proposed. A GM type rail is proposed as a temporary barrier to the right of the EW traffic. We have attached a sketch which shows our ideas on this proposed temporary concrete barrier. There are also several changes in the signing layout as shown on sheets 21 and 22.

It is the present practice of the Division not to show foundation data on the bidding or contract plans. This information should be removed from your drawings. The remainder of the

corrections or questions relating to structural details are marked in red on the plans.

Corrections or additions to the project special provisions will be made in this office.

Since our time is limited on processing the tracings for this work, your remaining work on the tracings should be expedited.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Enclosure

cc A. E. Johnson

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 6-25

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-8-71

BY (Signature): MR. YOUNG'S MAY 25, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 647 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
647	I-405-8(28)303	0.0	2,600,000	2,398,000

6-8-71

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
WEST FREMONT INTERCHANGE (UNIT 2) SECTION	INTERCHANGE STRUCTURE COMPLEX.

Young 6-11-71 NOTED F. B. KLABOE

Klaboe CH Asst 6-16-71

RECEIVED JUN 10 1971 FHWA

I-405-8(28)303
76-23

REMARKS (Division)

THE INCIDENTAL WORK IN THE VICINITY OF THE N. W. NICOLAI STREET - N.W. WARD WAY - N. W. 29TH AVENUE INTERSECTION IS NOT CONSIDERED ELIGIBLE FOR FEDERAL-AID INTERSTATE FUNDING AT THIS TIME AND THEREFOR, NOT INCLUDED IN THIS APPROVAL.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		JUNE 8, 1971	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

RECEIVED
MAY 27 1971
FOR FILING

I-405-8(28)303
7623

May 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 647, Project No. I-405-8(28)303, West Fremont Interchange (Unit 2) Section, which we desire to have included in the Federal-Aid Interstate Program.

The proposed project is considered stage construction of the interchange complex since this proposed work was included under Project I-405-8(20)303 but eliminated from that project for construction at a future date. FHWA memorandum of November 18, 1970, approved the plans for the proposed project as being the apparent acceptable solution of the ground connection to the interchange complex.

It is our intention to receive bids for this project on July 29, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Encls.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-25-71

FEDERAL-AID PRO

(PPM 21-

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21–65): I-405 West Fremont Interchange (Portland)

ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)
	44,000	63,000	91

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): Interchange Structure Complex

NATL. FOREST (63)(64)	FH ROUTE NO. (65)(66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR. (74)(75)

CARD 4 — CLASS OF FEDERAL FUNDS (17–21): Interstate — COUNTY NAME:

NAME OF URBAN AREA: Portland — ROUTE NO. I — FEDERAL-AID I-405

CARD 5	LINE NO. (11–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(55)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (56–65)	FEDERAL FUNDS (67–76)
5					PE		I-405 West Fremont Interchange (Portland)			
5					ROW					
5					CONST (CODE) X971		"West Fremont Intchge. (Unit 2) Section"	0.0	2,600,000	2,398,000
							PROJECT TOTALS	0.0	2,600,000	2,398,000

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

RE
Ad
Pr
ti

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
T	44,000	63,000 (66) (70)	91 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	647 (14) (18)

CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	14	I- 405-8 23 7	(28) 18	303 (24) (26)	27

COUNTY NAME: Multnomah — CODE: 051 (14) (18)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-405 (32) — STATE: 61 (36) — U.S.: (37) I-405 (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(66)	(67) (76)		
2,600,000	2,398,000	202,000	
2,600,000	2,398,000	202,000	
(23)	(24) (33)		

CHARACTER OF PROPOSED WORK *(Full description)*

Partial const. of 5 ramp intchge. str. complex (the on and off ramps conn. to the Lower Col. Riv. Hwy.) incl. necessary gr., dr., H.T. pave. for city st. connections.

ROW-200' normal; Access control-full; Park. Restrictions-complete.

REMARKS

Additional Data: Items 35A, 35C, 35D, 493 and 544; Projects I-405-8(1), (3), (4), (18) and (20) respectively.

-OVER-

USCOMM DUSCOMM-DC 49909-P61

WEST FREMONT INTERCHANGE (UNIT 2) SECTION

PROJECT NO. I-405-8(28)303

Remarks - Continued

Project Data: This project consists of construction and illumination of the balance of the "SW" (off) and "WE" (on) ramps portion of the existing interchange structure including necessary grading, drainage and high-type paving to connect with city streets to provide a temporary connection to the Lower Columbia River Highway until some future date when Interstate I-505 will connect into the aforesaid structure and ramps.

Incidental work as follows: (a) Grade, drain and high-type pave. to complete the on and off ramps at the southerly end of the existing interchange structure (at NW Johnson St.) to connect to city streets. [Note: These ramps were not completed under Project I-405-8(20)303 as originally planned because the Fremont Bridge was under construction and not open to traffic.] (b) Grade, drain, high-type pavement and channelize the three-way intersection of N.W. Nicolai St.-N.W. Ward Way-N.W. 29th Ave. and intermittent turn radius easing and street widening in order to make the N.W. Thurman St.-N.W. Vaughn St. couplet function properly. (c) Install temporary illumination, traffic signals and signs on N.W. 21st Ave. at N.W. Thurman St. and N.W. Vaughn St. and at the three-way intersection of N.W. Nicolai St.-N.W. Ward Way-N.W. 29th Ave. and at such other intersections and locations, as traffic requires, to make the N.W. Thurman St.-N.W. Vaughn St. couplet work properly. (d) Grade, drain and pave N.W. Thurman St. between N.W. 19th Ave. and N.W. 20th Ave. due to realignment because of structure piers.

Public Hearings, Location/Design Approval, State and District Clearinghouse Review: These requirements are considered as fulfilled under Project I-405-8(20)303 because the proposed project was included under Project I-405-8(20)303 but eliminated from that project for construction at a future date. Therefore, the proposed project is considered stage construction of the interchange complex partially constructed under Project I-405-8(20)303. FHWA memorandum of November 18, 1970, approved the plans for the proposed project as being the apparent acceptable solution of the ground connection to the interchange complex.

Unusual Circumstances: It is the Highway Division's present intention to require 3 trainees, as set forth in FHWA Order, Interim 7-2(2), on this project.

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MAY 19 1971
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E 405-8(28)303
7623

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

1

Section: West Fremont Interchange
Highway: Stadium Freeway
County: Multnomah
Prefix:

Res. Engr.
Approx. Length
Sta. to Sta.
Date 5-12-71

Mean Truck A.D.T. (4 Year) 2092
Traffic Coefficient (4 Year) 98
18 kip s. a. per day (4 Year) 1270.5

Annual Precipitation 38"+
Frost Penetration - - -
CBE Total Requirement 31.0"

(1)

Typical Soil

36 LL
6 PI
99 %P 10
87 %P 200
1 % Gravel
5 % C Sand
7 % F Sand
61 % Silt
26 % Clay
10 R Value
A-4 AASHO Classif.

Materials Source:

Commercial Sources are available.

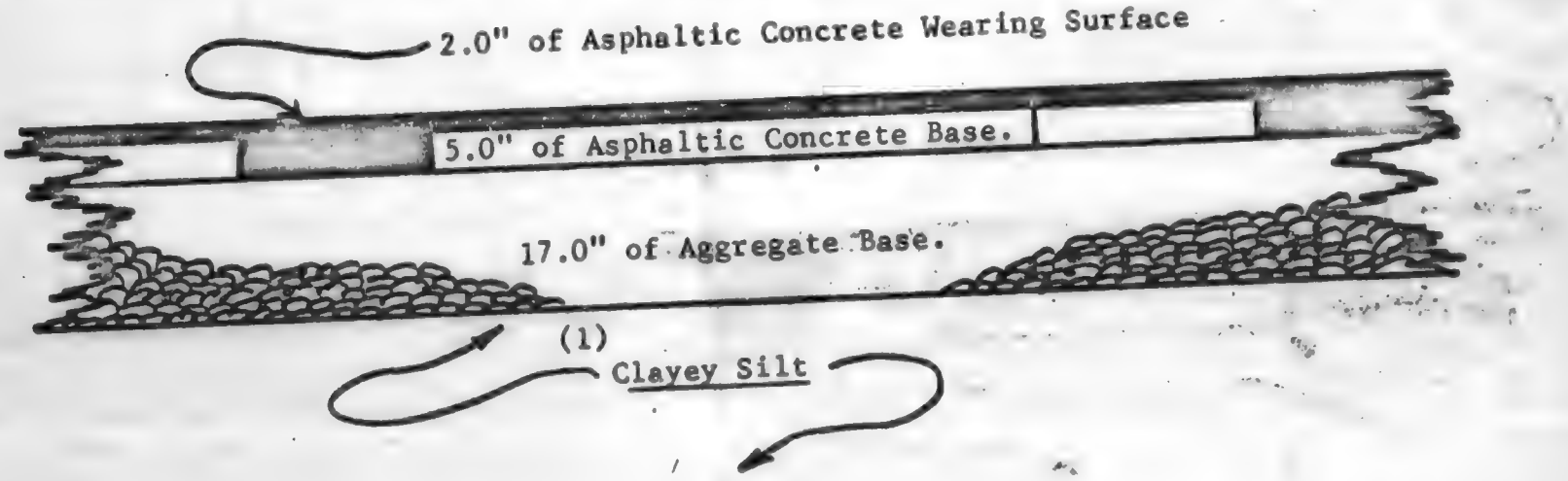
Credit	Actual Thick.	Component
4.0	2.0	A.C.W.S.
10.0	5.0	A.C. Base
17.0	17.0	A.B.
31.0	24.0	

NOTED
F. B. KLABOE

STRUCTURAL SECTION

N.W. 21st St., and ON - OFF Ramps

(4 Year Design Life)



-over-

Submitted by G. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H. Dehaeu
Program and Planning Engineer

Approved by Asst. J. R. Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
MAY 17 1971
PROGRAM & PLANNING
DIVISION

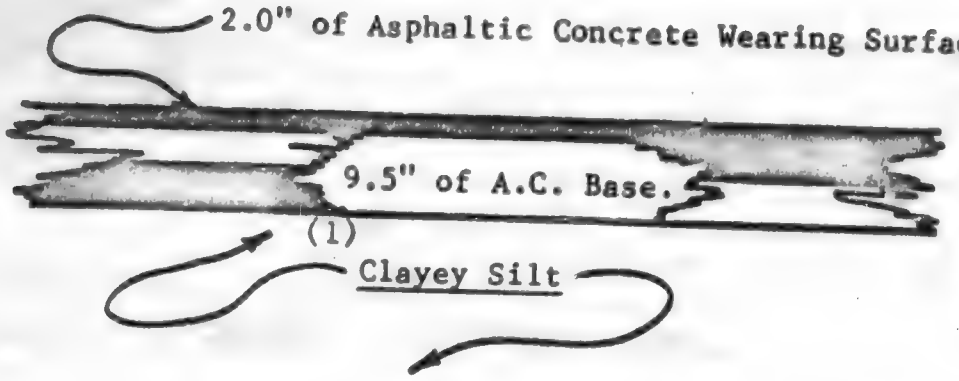
STRUCTURAL SECTION

N. W. Thurman

(4 Year Design Life)

Traffic Coefficient 7.4
CBE Total Req. 23.5"

Credit	Actual Thick.	Component
4.0	2.0	A.C.W.S.
19.0	9.5	A.C. Base
23.0	11.5	



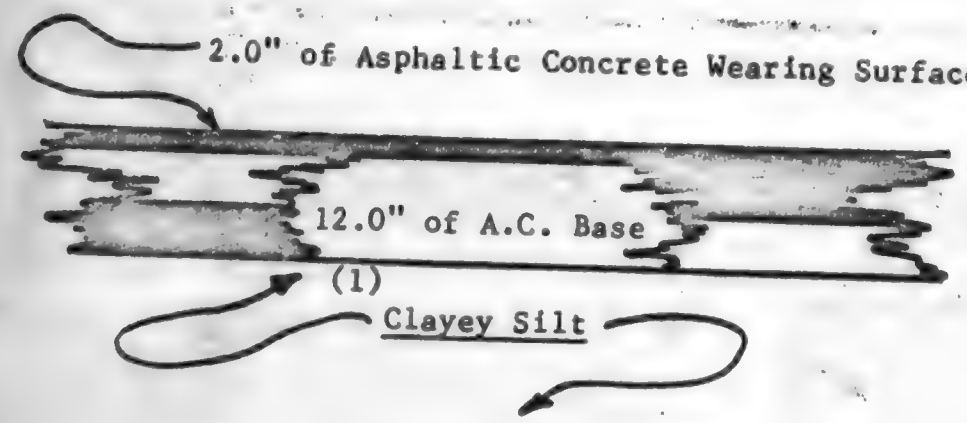
STRUCTURAL SECTION

*N.W. 22nd, *N.W. 29th,
Glisan St. Ramps,
& N.W. Thurman

(20 Year Design Life)

Traffic Coefficient 8.8
CBE Total Req. 28.0"

Credit	Actual Thick.	Component
4.0	2.0	A.C.W.S.
24.0	12.0	A.C. Base
28.0	14.0	



* Temporary

SECTION: West Fremont Interchange

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

See Page 1.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. & Base	=	2.0'	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8'	Aggregate Base
1.0"	Cement Treated Base	=	1.8'	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8'	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8'	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N.W. 21st St., & ON - OFF Ramps

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

22,700 Present ADT (19 72)

9.0 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY RAMP EWL	AVERAGE ANNUAL EWL
2	950	1.05	998	974	900	876,600
3	400	1.05	420	410	2000	820,000
4	135	1.05	142	139	2500	347,500
5	550	1.05	578	564	6360	3,587,040
6	5	1.05	5	5	5140	25,700
				2092	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 5,656,840

1972-1976 FOUR YEAR EWL 22,627,360

4 YEAR TRAFFIC COEFFICIENT 9.8

TRAFFIC ANALYSIS

SECTION: N. W. Thurman Ave.

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

5000 Present ADT (1972)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	420	1.4	588	504	450	226,800
3	90	1.4	126	108	1000	108,000
4	10	1.4	14	12	1250	15,000
5	30	1.4	42	36	3180	114,480
6	0	---	---	---	2570	- - - -

660 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 464,280

TWENTY YEAR EWL 9,285,600

TRAFFIC COEFFICIENT 8.8

FOUR YEAR EWL 2,321,400

Traffic Coefficient 7.4

TRAFFIC ANALYSIS

SECTION: Glisan Street Ramps

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

4400 Present ADT (1972)

4 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY RAMP EWL	AVERAGE ANNUAL EWL
2	100	1.5	150	125	900	112,500
3	35	1.5	53	44	2000	88,000
4	10	1.5	15	13	2500	32,500
5	30	1.5	45	38	6360	241,680
6	0	---	---	---	5140	- - - -
				220	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 474,680

TWENTY YEAR EWL 9,493,600

TRAFFIC COEFFICIENT 8.8

SECTION: West Fremont Interchange

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.C.
7. Stage Construction: See remarks
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a consideration
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This project consists primarily of constructing temporary ramps, connections, etc., to be in use for about 4 years. Asphaltic Concrete is more desirable for this type construction.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

F-103-8(28)303

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7623

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-EC

Kleiber

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
Asst. State Hwy. Engr.

INITED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 15 1971
FOR FILES

Const
Proj
Maint Rtd

N. Fremont Ltr Rtd.

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
JAN 26 1971
FOR FILING

I-405-8(28)303
7623

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 13, 1971

To: Mr. Frank Hall
Design Engineer
Salem

SUBJECT: Alternate Connection
N.W. 21st & N.W. 22nd Ave.
Unit II
West Fremont Interchange
Stadium Freeway

Transmitted is a plan for handling westbound traffic when Unit II of the West Fremont Interchange is opened to traffic.

This plan keeps the Fremont Bridge traffic and the westbound Stadium traffic separated beyond N. W. 21st Avenue. The Fremont Bridge traffic would turn at N. W. 21st and Upshur in two lanes. The Stadium would be controlled across N. W. 21st Avenue and enter N. W. Thurman. This plan would require an extension of N. W. Upshur between N. W. 22nd Avenue and N. W. 22nd Place. It would be possible to connect N. W. Upshur to N. W. 21st Avenue, thus allowing access to those properties that would be isolated under previous plans.

NOTED
F. B. KLABOE

This intersection at N. W. 22nd Place and N. W. Vaughn would require signalization. This intersection would also have a capacity problem. There would be some relief, both north and south, on N. W. 22nd Avenue.

This plan is being submitted for your review, and we would like a review from the Traffic Division.

We are proceeding with the original plan of turning three lanes at N.W. 21st Avenue. This construction plan should be finished next week subject to any revision.

R. L. Schroeder
Metropolitan Engineer

by

J. H. Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: A. E. Johnson, w/attach.
F. B. Klaboe "
Ivan Merchant "
L. E. George "

RECEIVED
JAN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

Temporary Connection @ 21st & 22nd Pl.
Alternate Plan (Upshur through to 22nd Pl)
West Fremont Intch.

R.L. Schroeder — 1/13/71
1"=50' — GDS

"EM" 370+
"WE" 370

"E W"
8°30' C.R.
TΔ = 73°38'
Ts = 632.32'
Lmc = 616.27
2 - 250' Sp.
S = 10°37' 30"
D = 3.4

WEST FREM
TEMP. Connection
Alternate

R.L. Schroeder
1" = 50'

"WE"
3° 30' C.R.
Δ = 4° 24' 37.6"
Ts = 63.04'
L = 126.01

"WE" 378+92.75 P.I.
N 688,763.07
E 1,439,292.83

"EW" 381+50.00 P.
"21ST OFF" 381+50.

"EW" 38
N 688,914.
E 1,439,045.

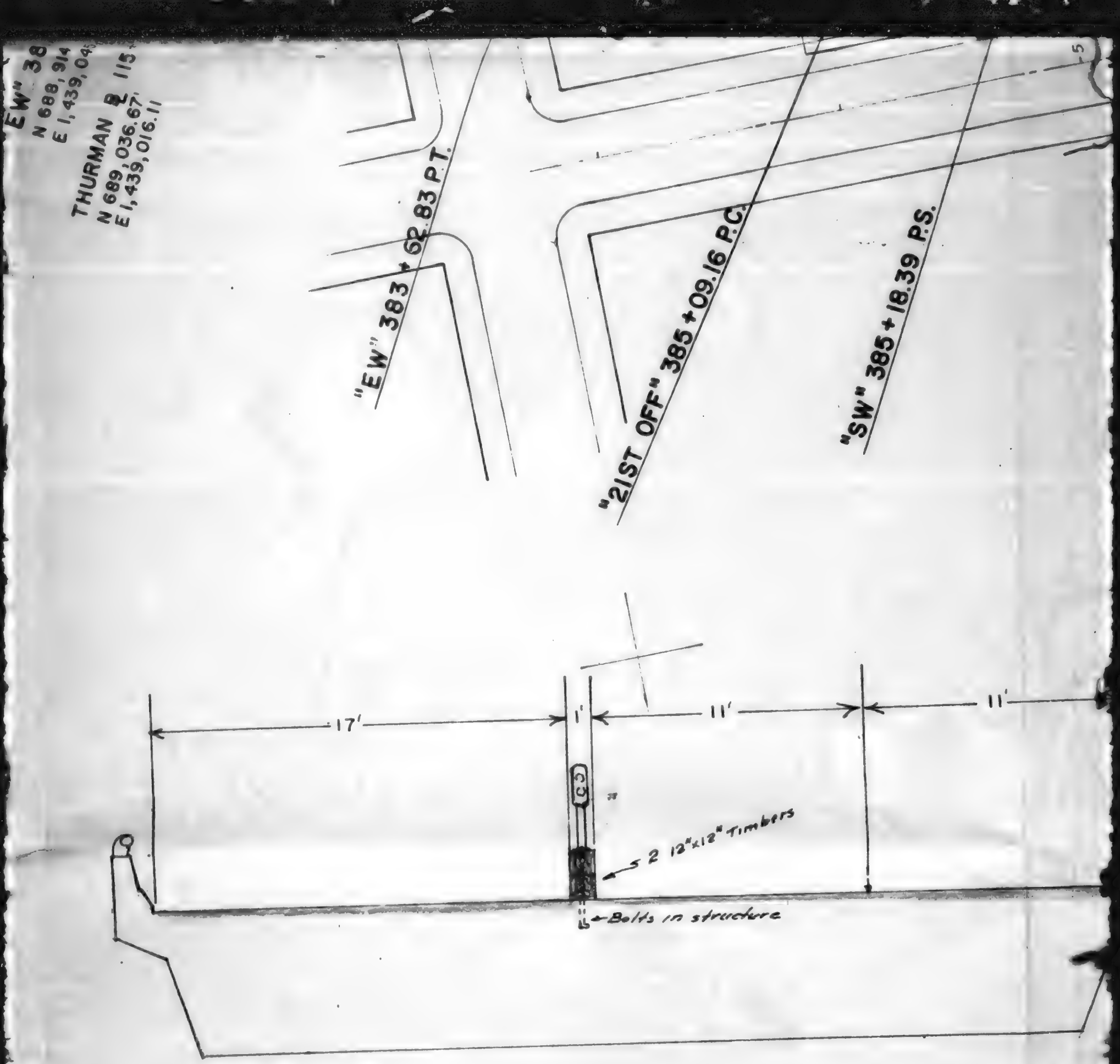
THURMAN
N 689,036
E 1,439,

"EW"
0° 45' C.R.
Δ = 2° 48' 00"
Ts = 186.70'
L = 373.33'

FREMONT INTERCHANGE
ction to N.W. 21st & 22nd
le Plan

oeder

11/13/71
GRS.



TYPICAL SECT. A-A

"21ST OFF" 388+29.96 POC (10' RT.) =
"21ST OFF Rt. Curb" 388+29.96 P.O.T.

N.W. 20TH 7+40.13 P.O.T. = N.W. Upshur 7+80.05 P.O.T.
Physical ℄ N.W. 20TH & Upshur
P-K Nail
N 689,297.09
E 1,438,496.57

S 0°03'10" W

689,500

"SW"
400' Sp.
S = 8°00'
a = 1.0

"EW" 388+59.56 P.S.

"21ST OFF" 389+37.74 P.I.
N 689,355.58
E 1,438,421.40

"21ST OFF" 389+98.75 P.C.

47.77

#27

"21ST OFF
1°15' C.L.
Δ = 10°41'00"
Ts = 428.58'
L = 854.67'

21ST O
"Rt. Cur
5° C.L
Δ = 5°11' O
Ts = 51.8
L = 103.6

N.W. 20TH 4+80.27 P.O.T. =
Physical ℄ N.W. 20TH & Vaughn
P-K Nail
N 689,556.95
E 1,438,496.81

"SW" 389+18.39 P.S.C. =
"23RD OFF" 389+18.39 P.O.T. (12' Lt.)

"23RD OFF" 389+24.46 P.S.

"EW"
350' Sp.
S = 7°00'
a = 1.14286

"SW" 390+75.78 P.I.
N 689,318.25
E 1,438,199.73

"EW" 392+09.56 P.S.C.

Physical & N.W. 21ST & Upshur
P-K Nail
N689,297.65
E1,437,976.62

Physical & N.W. 21ST & Vaughn
P-K Nail
N 689,557.42
E 1,437,976.87

=N.W. 21ST 7+40.13 P.O.T.=
N.W. Upshur 13+00.00 P.O.T.

"23RD OFF" 392+24.46 P.S.C.

=N.W. 21ST 4+80.28 P.O.T.

"SW" 392+16.93 P.C.S.

"23RD OFF" 393+26.69 P.I.
N 689,378.51
E 1,437,951.10

"21ST OFF" 393+63.83 P.T.

"21ST OFF" 394+18.73 P.O.T.

"SW"
400' Sp.
S = 8°00'
a = 1.0

"23RD OFF"
4°00' C.L.
TΔ = 19°56'30"
E = 402.27'
Lmc = 198.54'

N.W. Upshur 18+19
Physical & NW
P-K Nail
N 689,
E 1,43

"21ST OFF" 391+02.42 P.T.=
391+01.16 P.O.C. (22' RT.)

"SW"
400' C.L.
27°56'30"
557.39'
298.54'

"23RD OFF"
Sp.
00'
333

N 89°56'55" W 615.15'

smopoys

sign

N 89°56'55" W

ST.

VAUGHN

N.W.

S 0°03'10" W

"23RD OFF" 394+23.00 P.C.S.

"EW" 396+00.11 P.I.
N 689,595.46
E 1,437,795.52

"23RD OFF"
300' Sp.
S = 6°00'
a = 1.333

"EW"
4°00' C.L.
TΔ = 43°00'00"
T = 740.55'
Lmc = 725.00'

Physical @ N.W. 22ND & Vaughn
P-K Nail
N 689,557.88
E 1,437,456.90

"SW" 396+16.93 P.T. =
"L" 396+16.93 P.O.T. (20' Rt.)

22ND AVE. REV.
8°00' C.L.
Δ = 23°30'30"
T = 149.02'
L = 293.85'

"23RD OFF" 397+23.00 P.T.

22ND AVE. REV. 8+47.78 P.C.

22ND AVE. REV. 7+45.04 P.I.
N 689,553.18
E 1,437,456.89

22ND AVE. REV. 6+45.6
℄ 22 ND AVE.

22ND AVE. REV. 8+43.76 P.T.

"EW" 399+34.56 P.C.S.

22ND AVE. REV.
6°00' C.R.
Δ = 11° 53' 20"
T = 99.43'
L = 198.15

"23RD OFF" 402+01.50 P.S.C.

"23RD OFF" 400+51.50 P.S.

"23RD OFF" 403+16.50 P.C.S.

23RD OFF 402+89 P.I.
N. 689,379.49 E. 1,436,982.85

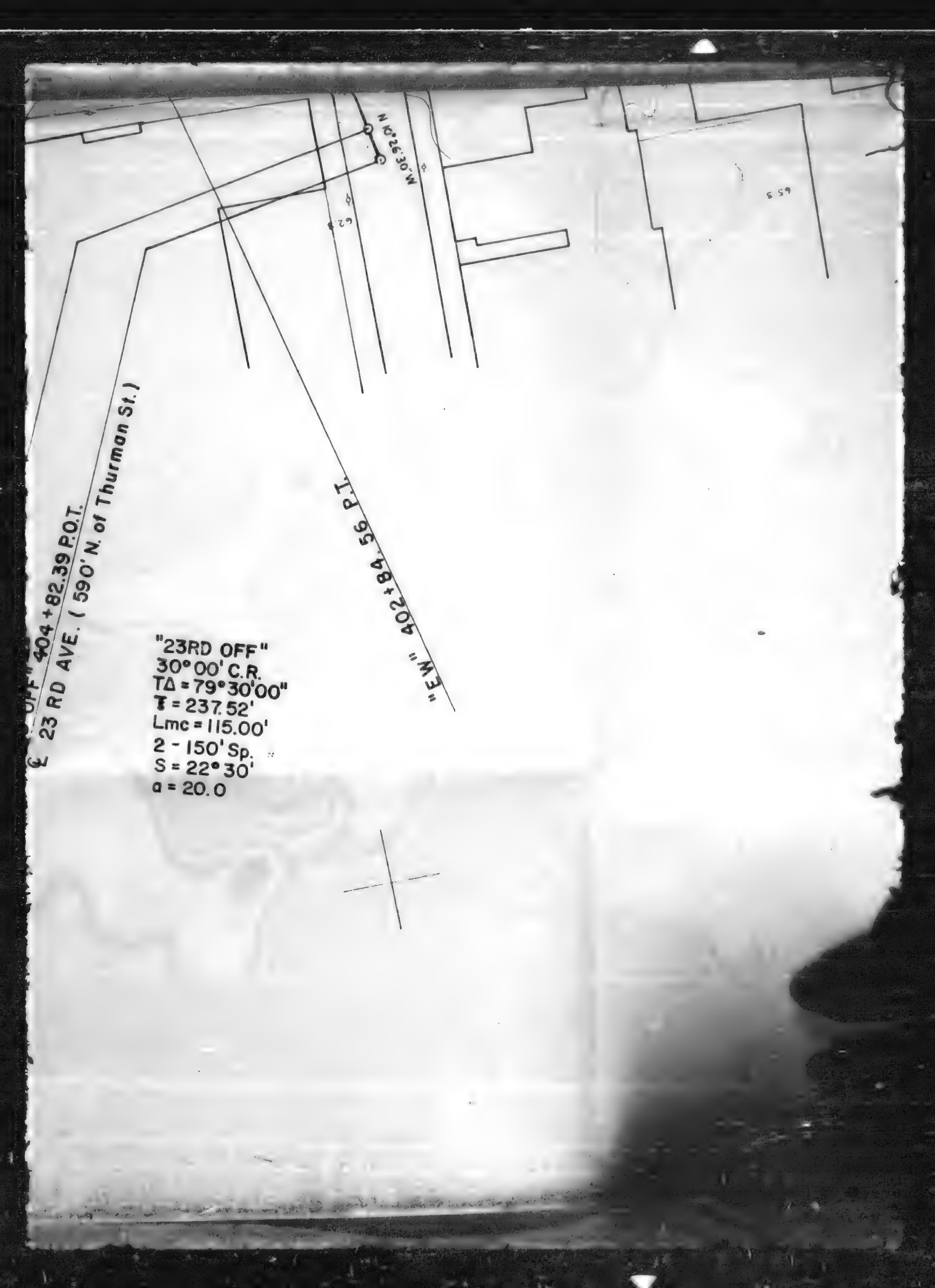
"23RD OFF" 404+66.50 P.T.

"23RD OFF" 404+82.39 P.O.T.
℄ 23 RD AVE. (590' N. of Thurman St.)

"EW"
350' Sp.
S = 7°00'
a = 1.1428

"23RD OFF"
30° 00' C.R.
TΔ = 79° 30' 00"
T = 237.52'
Lmc = 115.00'
2 - 150' Sp.
S = 22° 30'
a = 20.0

56 P.T.


N 0°26'30" W
"EW" 402+84.56 P.I.
℄ 23 RD AVE. (59' N. of Thurman St.)
"OFF" 404+82.39 P.O.T.
"23RD OFF"
30°00' C.R.
TΔ = 79°30'00"
T = 237.52'
Lmc = 115.00'
2 - 150' Sp.
S = 22°30'
a = 20.0

TO FREMONT BRIDGE E.B. (LOWER LEVEL)

FROM FREMONT BRIDGE W.B. (UPPER LEVEL)

"WE"
8° 30' C.R.
CA = 30°13'35"
L = 355.61'

62.40 P.S.C.

62.40 P.S.C.

"E.W" 374+18.01 P.O.C. =

"E.W" 374+18.01 P.C.S.

E"
Part. Sp.
to 288.30'
214
24° 42' 17"

"EW" 376 + 78.67 P.C.S.

"WE" 378+29.71 P.O.S. BK. =
"WE" 378+29.71 P.C. AH.

"EW" 379 + 28.67 P.T.

W" 379 + 89.50 P.C.

N64°13'00"W

380 380 380

380

380

380

380

N 67°53'00" W

19TH AVE.

D.C. =
00 P.O.T. (12' Rt.)

1+76.20 P.I.
18
95

59.69 P.O.T.

115

N 56°10'00" W

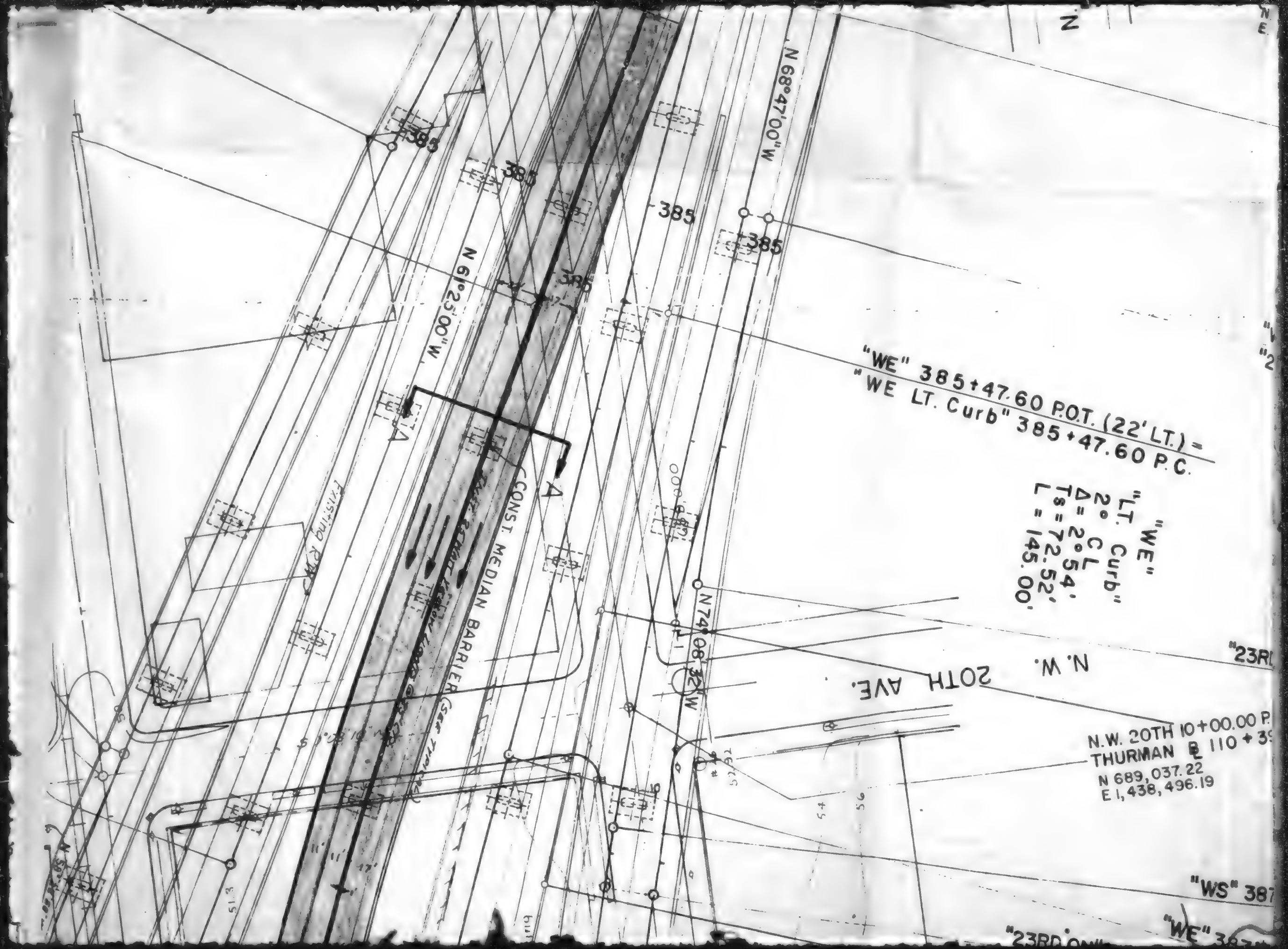
N 62°00'00" W

N 67°53'00" W

N 68°

Existing R/W

N.W. SAVIER ST.


385
385
385
385
385
N 68°47'00" W
N 68°47'00" W
N 68°23'00" W
"WE" 385+47.60 P.O.T. (22' LT.) =
"WE LT. Curb" 385+47.60 P.C.
"LT. Curb"
"WE"
Δ = 2°54'
Ts = 72.52'
L = 145.00'
CL
N 74°08'32" W
N. W. 20TH AVE.
N.W. 20TH 10+00.00 P.
THURMAN ℄ 110+39
N 689,037.22
E 1,438,496.19
"WS" 387
"WE" 387
"23RD
CONST. MEDIAN BARRIER (SEE THRU LANE DETAIL)
EXISTING R/W
Δ
Δ

"WE" 392+51.66 P.I.
N 689,278.42
E 1,438,035.36

"22ND ON" 392+39.37
N 689,227.15
E 1,438,031.71

"23R

"WE" 3
"22ND ON

"WE" 39

"WS

21ST AVE. N.W.

Δ=22°03'30"
T=479.96'
Lmc=151.46'

"WE

"2

390

390

Parking

N.89°56'W

61.0

61.0

60

105

N 0°03'39" W

N 84°

S 89°56'20" E

"WE"
400' Sp.
S = 8°00'
a = 1.0

AVE

N.W.

THURMAN ST.

S27°36'00"W 400.24

S 27°36'00" E 215.24

N87°15'30"W 395

47'00"W 395

S86°10'30"W 395

S89°06'00"W

395

395

UPSHUR

N.W.

395

22ND ON 398°7104 P.T.
22ND AVE REV. 10+1392 P.O.C. (12'±)

400

400

400

400

N.W. 22ND PLACE

"23RD ON

"23RD

N 84° 47' W

N 689.52
E 1,43

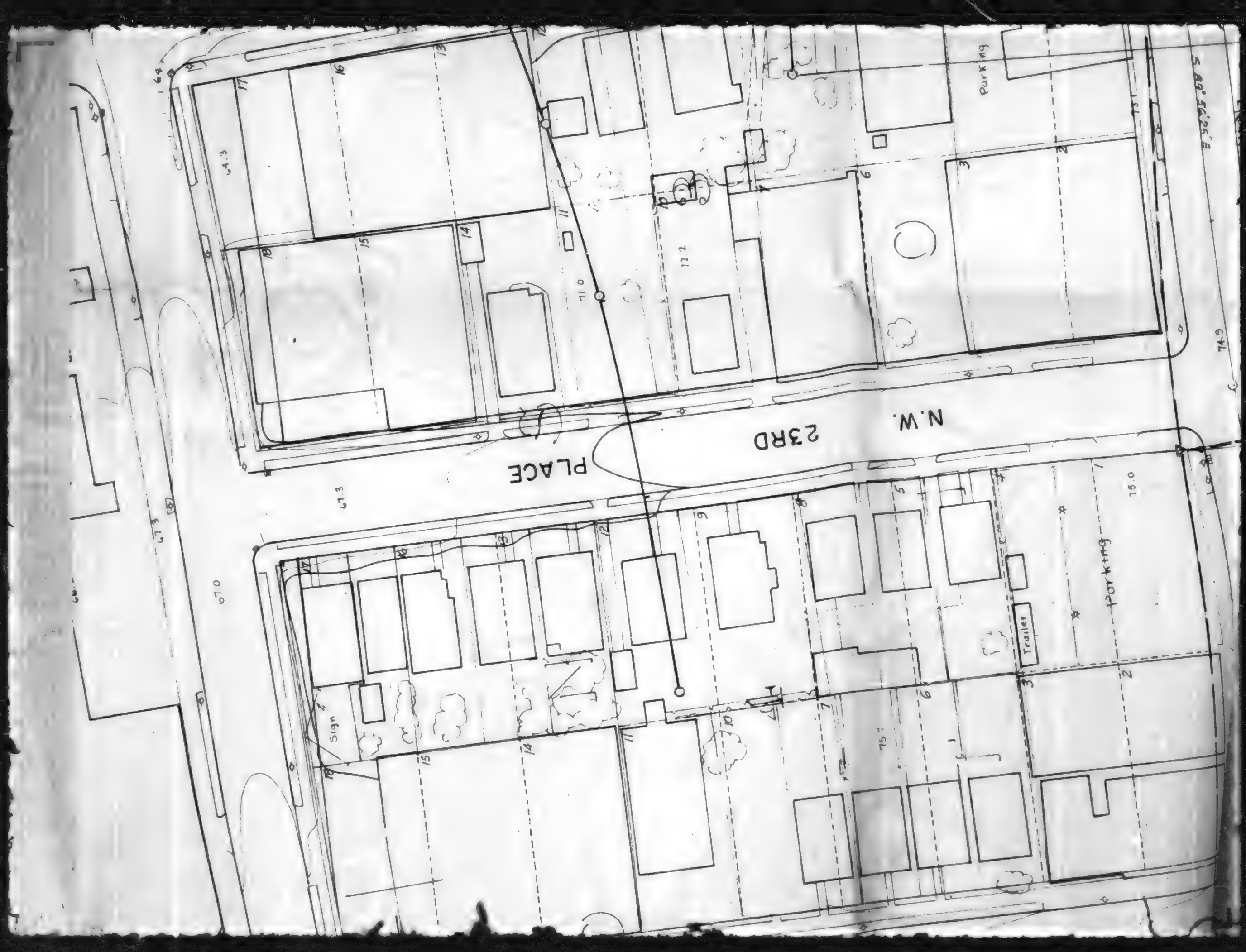
#23
100

#22
71.68

618

627

95


N.W.
23RD
PLACE
S 89° 56' 25" E
74.9
Parking
64.3
67.3
67.0
75.0
Sign
Trailer
Parking

LEVEL)

"SW" 374+42.12 P.C.S.

"WS" 375+11.87 P.C.S.

"S"
"W"
325'
D=2°
S=1.38
19.46

"WS" 378+09.68 P.C.

"W S" 378+09

"SW" 377+6

L=3

"WS" 382 + 61.48 P.C.

S" 383 + 21.48 P.I.
588,890.55
,438,878.25

"WS"
0°45' C.L.
Δ=0°54'00"
T=60.00'
L=120.00'

"WS" 383 + 81.48 P.T.

VS" 384 + 88.15 P.S. =
3RD ON" 384 + 88.15 P.C. (12' Lt.)

688,500

"EW" 3

"21ST OFF" 385 +

"SW" 385 +

"S"

"21ST OF
"21ST OFF

N.W. 20
Phys
P.

"23 RD ON"
1885.86' Rad C.L.
Δ = 8° 35' 28"
L = 282.77'

"WE
"Lt. Curb"
1725.70' Rad. C R
Δ = 2° 10' 48"
h = 32.91'
Lc = 65.81'

"23RD ON"
3°00' C.L.
Δ = 8° 21' 32"
T = 89.38'
L = 178.63'

"WS"
300' Sp.
S = 4.30'
a = 1.0

"WS"
3°00' C.L.
TΔ = 18°00'00"

"WE"

N

3+66.78 P.T.

384+88.15 P.S. =
384+88.15 P.C. (12' Lt.)

386+92.80 P.T.

"390+97.92 P.C.S.

"L.70 P.O.S. (24' LT.)=
"+21.70 P.C.C.

"70 P.S.C.

"22ND ON" 392+71.92 P.C.S.

"WS" 393+21.48 P.T.

"23.16 P.C.S.

"23RD ON" 393+95.78 P.T.

"22ND ON" 394+21.92 P.T. =
ON SPUR" 394+21.92 P.O.T.

N.W. 21ST 10+00.00 P.O.T. =
THURMAN ℄ 105+19.90 P.O.T.
N 689,037.78
E 1,437,976.32

THURMAN ℄ 100+00.00 P.O.T. Ah.
N 689,038.37
E 1,437,456.42

"22ND ON" Spur 396+41.13 P.C.

22ND AVE. REV. 12+50.85 P.I.
N 689,053.18
E 1,437,456.44

"WE" 397+23.16 P.T. =
"E" 397+03.83 P.O.T. (20'LT.)
"22ND ON" Spur 397+87.57 P.T.

"22ND ON" 397+66.07 P.C.

"22ND ON" Spur
40°00'C.L.
Δ = 58°34'30"
T = 80.34'
L = 146.44'

"22ND ON"
70°30'C.L.
TΔ = 16°53'30"
T = 117.67'
L = 150.22'

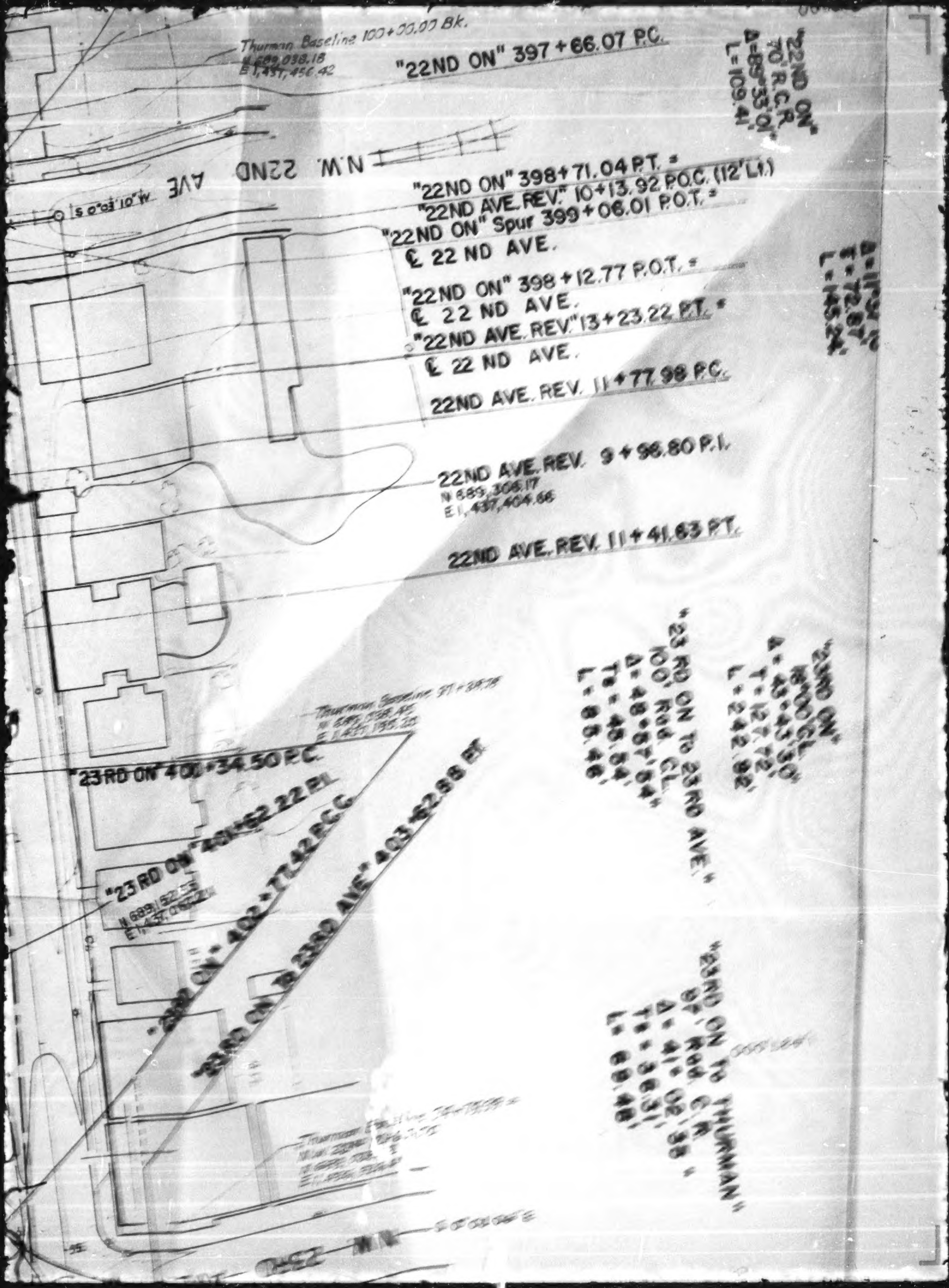
"23RD ON"
297.86' Sp
S = 4°31'30"

Baseline 100+00.00 Bk.
036.18
110.42

"22ND ON" 397+66.07 P.C.

"22ND
70'R.C
Δ=89°3
L=103

,437,500


Thurman Baseline 100+00.00 Bk.
N 689,038.18
E 1,437,456.42
"22ND ON" 397+66.07 P.C.
"22ND ON" 398+71.04 P.T. =
"22ND AVE. REV." 10+13.92 P.O.C. (12' Lt.)
"22ND ON" Spur 399+06.01 P.O.T. =
℄ 22 ND AVE.
"22ND ON" 398+12.77 P.O.T. =
℄ 22 ND AVE.
"22ND AVE. REV." 13+23.22 P.T. =
℄ 22 ND AVE.
22ND AVE. REV. 11+77.98 P.C.
22ND AVE. REV. 9+98.80 P.I.
N 689,308.17
E 1,437,404.66
22ND AVE. REV. 11+41.63 P.T.
N.W. 22ND AVE
S 0°03'10" W
"23RD ON" 400+34.50 P.C.
"23RD ON" 400+62.22 P.I.
"23RD ON" 400+77.42 P.C.C.
"23RD ON" TO 23RD AVE." 403+62.88 P.T.
"23RD ON" TO 23RD AVE." P.C. = 89+46.
P.I. = 89+74.04
P.T. = 90+02.
"23RD ON" TO THURMAN" P.C. = 89+46.
P.I. = 89+74.04
P.T. = 90+02.
"23RD ON" R=100' A=45°00'00" T=41.42 L=78.54 P.C. = 242+62.

N.W. 23RD AVE.

S 0°03'06"E

"23RD ON" 402+77.51 P.O.T. =
"23RD ON To THURMAN" 402+77.51 P.C.

"23RD ON To THURMAN" 403+46.99 P.T. =
"THURMAN" 94+50.57 P.O.T. (6' LT.)

"WS" 403+79.94 P.C.

S 89°56'25"E

Thurman Baseline 92+17.52
N 689,039.00
E 1,436,673.94

Fd. Brass Disc in Conc.
stamped: N.W. Cor. Couch D.L.C.
N.E. Cor. Balch D.L.C.
S. Line Blackistone D.L.C.

Thurman Baseline 89+58.73 =
N.W. 24TH 12+60.00
N 689,039.27
E 1,436,415.15

N.W. 24TH AVE.

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records:

Index: Contract number

INDEXING: Begins with 7595 Ends with: # 7623 #2

FLASH CARDS:

Remarks: Beginning 7 each Contract

Reel No. 152 Reduction Ration 51X Project No.

Camera: Name Bell/Howell Model Filmaster Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 10 day of Feb 19 83 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Gayle Saulsbery